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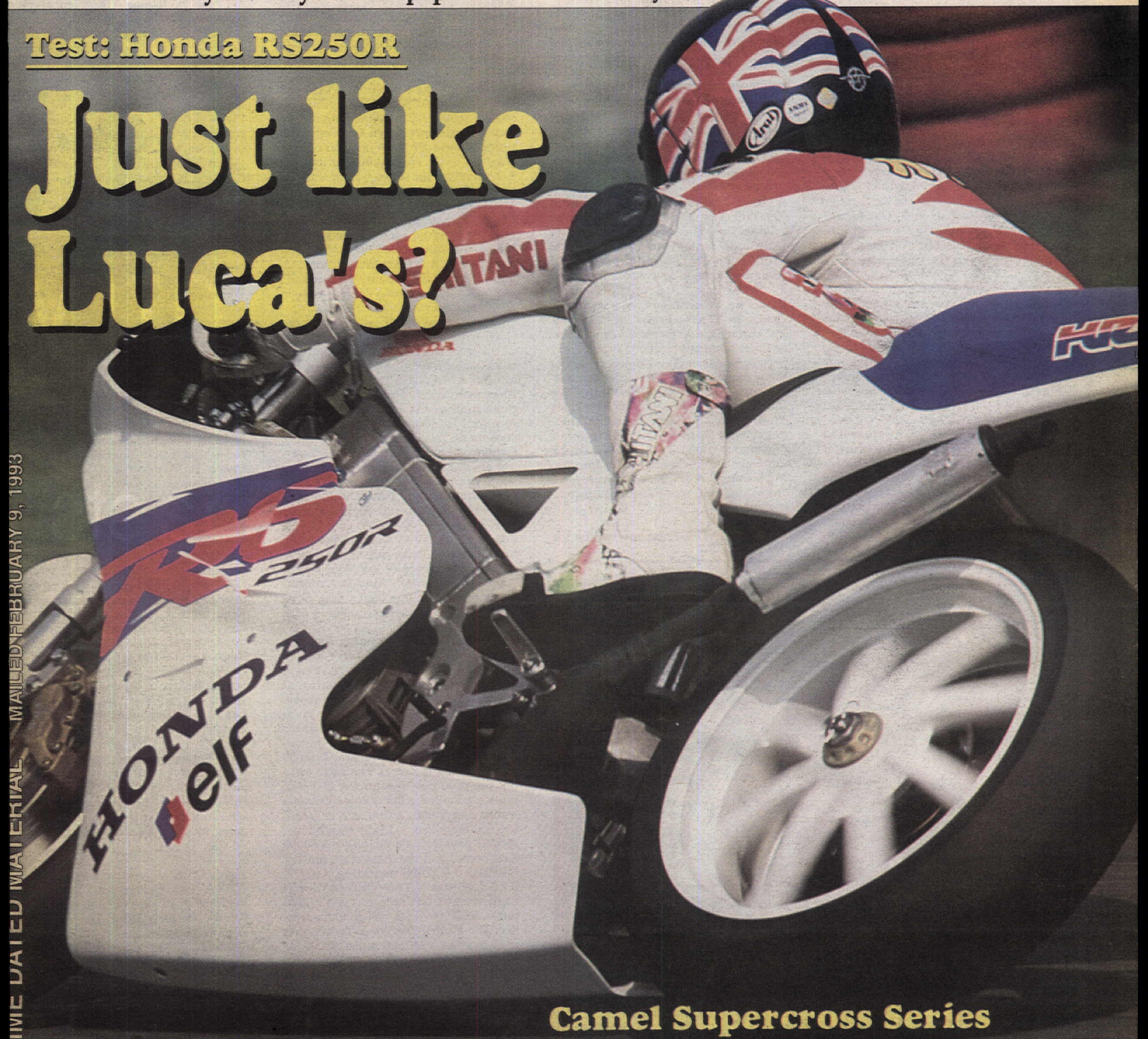

Test: Honda RS250R

Just like Luca's?

Camel Supercross Series

McGrath makes it three straight at San Diego

TIME DATED MATERIAL MAILED FEBRUARY 9, 1993

IN THE WIND By Papa Wealey

Billy Whitley (Hon), **Robbie Reynard** (Kaw) and **Mike Jones** (Suz) were the big winners at rounds four and five of the AMA National Arenacross Series in Indianapolis, Indiana, February 5-6. Whitley scored the 250cc class win on Friday night and Reynard topped the division Saturday. Jones earned the wins both nights in the 125cc class.

Two-time National Hare & Hound Champion **Danny Hamel** (Kaw) won three classes at the Desert Vipers Adelanto Gran Prix in Adelanto, California, February 6-7. Hamel scored wins in the Pro, Unclassified and 500cc Expert classes, while **Ty Davis** (Kaw) won the 125 and 250cc Expert classes. **Larry Roeseler** (Kaw) topped the Vet class.

Aaron Hill (Hon) passed fellow dirt tracker and AMA Grand National Champion **Chris Carr** (Suz) on the final lap to win the 250cc class of the San Jose Endurothon in San Jose, California, February 7. **John Tavis** (Hon) won the Open class with **Dan** and **Don Hart** teaming up to win the 125cc class.

Harley-Davidson, Inc. announced on February 3 that it has become a minority investor in a new company owned by motorcycle engineer and designer **Erik Buell**. The new company, **Buell Motorcycle Company**, will concentrate on product development and manufacturing a line of limited production, specialty motorcycles aimed at the sport custom niche market. Buell has been marketing Harley-Davidson-powered Buell sport bikes for several years under the Buell Motor Co. banner. "We'll back our existing product, but with the investment by Harley-Davidson we have formed an all-new company." Asked if he'd retain his present dealer network, Buell said, "Harley-Davidson will handle the sales and distribution. I would imagine they'll place the product in their existing dealers which is basically what we have done." Design activity on the new company's product line will begin shortly, however production is not expected in the current calendar year. **Jeffrey Bleustein**, president and CEO of Harley's Motorcycle Division, said, "Our teaming with Erik Buell is truly a win-win situation. Harley-Davidson gets a share of Erik's ability to implement innovative design into motorcycles and their components and Erik gets capital needed to help his new venture succeed." Buell, a former employee of Harley and a former racer, will head the new company that bears his name. He is credited with the design of Harley's current anti-dive front suspension system and holds patents on several components used in limited production motorcycles.

ATK Motorcycles was purchased from Ken Wilkes by a Salt Lake City group of businessman headed by enthusiasts **Dale and Frank White** on February 6. Production of ATK motorcycles will resume in three to four weeks following a move from City of Commerce, California, to Salt Lake City, and a name change to **ATK America**. The new owners' plans include increased production of bikes, a greatly reduced time period between ordering and delivery of the bikes, and an increase in dealer communications and service. The Whites say that they and their staff, which includes **Bjorn Elvin**, a Swedish mechanical engineer who previously developed Husqvarna and Husaberg four-stroke motorcycles, are committed to improving existing models and developing "new, exciting, world-beating off-road motorcycles."

Continental Tire Company will be the title sponsor of the new **AMA 883 Grand National Series**. The sponsorship provides a $22,000 point fund for the 10-race series that is made up of five TwinSport road races and five 883 National Dirt Track Series races contested by riders on slightly modified Harley-Davidson 883 Sportsters. "We're pleased that we could get involved with the new series and doubly pleased that we could establish a point fund that will reward the riders," Continental's **Greg Tysor** said. "We don't market tires for use in the series, but are pleased we can support a series that fields bikes we do make street tires for - the 883 Harley-Davidson." The Continental Tire 883 Grand National Series champion will receive $8883 and the remaining money will be paid out down through 10th place in the final point standings. Daytona Cycle Week will host the first two rounds of the series, a short track on March 5 and a road race on March 7. The series continues with a road race at Laguna Seca on April 18, a half mile race at West Virginia Motor Speedway on June 5, the Milwaukee Mile on June 9, a road race at Road America on June 13, half mile at Allen County Fairgrounds in Lima, Ohio, on June 26, half mile at Denver's Rocky Mountain Speedway on August 14, and a half mile at southern California's Pomona Fairplex on October 9. The concluding round is a road race on October 17, part of the annual AMA/CCS Daytona Race of Champions meet. To be eligible for the point fund money, competitors will be required to display Continental Tire stickers on their bike's fork legs and a Continental patch on their leathers during series races. TwinSport Champion **Scott Zampach** says that he can't meet that requirement. "I use Dunlop tires and I display Dunlop stickies on my bike's fork legs," Zampach said. "While I'd certainly like to share in the point fund, I've got to take care of the company that takes care of me. The way it stands Continental's fund is a contingency program rather than a rider point fund. I hope that can be changed."

Road racers will be gunning for their share of the **$236,000 in purse money** that will be up for grabs in pavement events at Daytona International Speedway during **Daytona Cycle Week**. The Daytona 200 by Arai has a total purse of $161,000 which includes $40,000 that will be paid out to the top 30 finishers in each of two Arai Twin 50 races ($20,000 per race). The rider earning the pole position for the 200 will receive a limited edition Rolex Daytona watch and $1000. A 200 win is worth $16,500 including a $3150 Arai bonus, second pays $11,000 including a $2250 Arai bonus, and the third place finisher will receive $7600 including a $1650 Arai bonus. The International Lightweight GP race has a $30,000 purse, $6000 of which will go to the winner. The Harley-Davidson TwinSports road race has a $15,000 purse ($3000 for first), plus $10,000 will be distributed to the 10 riders who earn the most points in a combination of the 883 Production Dirt Track Race and the road race ($3500 to the top points earner). There will be two EBC Endurance Series races at Daytona; the first, a three-hour event, will take place on Sunday, February 28, as part of the AMA/CCS meet and will have a $5000 purse. The second series round will be the inaugural event utilizing the new split format where GTO and GTU classes run in separate races. The GTU event will be 60 minutes long, take place on Thursday, March 4, and has a $3500 purse; GTO will be 90 minutes long, take place on Friday, March 5, and offer a $6500 purse. The Daytona HP4 600cc SuperSport race is the only one of the series offering a purse, $15,000. At all other meets this class and the 750cc SuperSport class are supported by contingency awards.

China will host its first-ever road race, a combination car and motorcycle race meet featuring drivers and riders with Hong Kong competition licenses on March 6-7. More than 100,000 spectators are expected to attend the event and it's estimated that over 200 million will see it live on TV. The racing will take place on a 2.5 mile street circuit in Zhuhai City, which is located at the southern tip of China's Guangdong Province. Zhuhai City is a 10 minute drive from Macau and 36 nautical miles from Hong Kong. Plans call for a permanent road race course, the Zhuhai International Circuit, to be built at a site 20 minutes north of the city. Construction, which will begin this June, is expected to be completed by the end of 1995. China plans to host World Championship events there beginning in 1996.

Riders and or teams looking to **rent a garage** at Daytona International Speedway during Camel Motorcycle Week, or looking for someone with a garage to share, should call **Gary Van Voorhis** at Daytona, 904/254-6729.

Foreign entries for the March 7 Daytona 200 include Japan's **Takahiro "Tiger" Sohwa** and **Arkia Yanagawa**, New Zealander **Aaron Slight** and Italy's **Adriano Narducci**. Although firm entries haven't been received yet, it looks as though the Team Motor Cycle News squad from England will include **Steve Hislop** on a Ducati, **Brian Morrison** on a Kawasaki and **Mark Farmer** on a Yamaha. Three more riders will be added to the list of Brit entries shortly.

The list of major forces likely to do battle in the 250cc International Lightweight 100k on Friday, March 5, is headed by American's **Jimmy Filice, Rich Oliver, Chris D'Aluisio** and Canadian **Jon Cornwell**. They will be joined by Honda France teammates **Regis Laconi** and **Oliver Jacque**. Two German and one Scottish rider round out the European contingent at this time with a trio of Venezuelan riders - **Luis Lavado, Eduardo Aleman** and **Jose Rodriguez** - also set to compete.

Gary Bailey will again design the track for the March 6 running of the Daytona Supercross By Honda at Daytona International Speedway. Defending series champion **Jeff Stanton** will be going for his fifth consecutive Daytona SX win.

Team Light Speed will contest the WERA Pro Series and Northeast Regional road race events, with **Barry Rompella, Dan Sabol Jr.**, and **Chris Riener** riding the team's Honda CBR900 and CBR600s. The bikes will be tuned by Chris Buck and Allan Burghardt.

Pirelli has been named the official tire of both the **Southern Enduro Riders Association (SERA) Enduro Series** and the **Florida Motocross Club (FMC) MX Series**. In addition, Pirelli will post and pay contingency to riders using Pirelli tires and finishing in the top six places in all FMC and SERA-sanctioned events in 1993. All classes of competition will be eligible for the contingency certificates which will be redeemable at any participating Pirelli contingency dealer for the purchase of a Pirelli tire. Riders interested in more information and dealers who are interested in participating should call 800/722-1108.

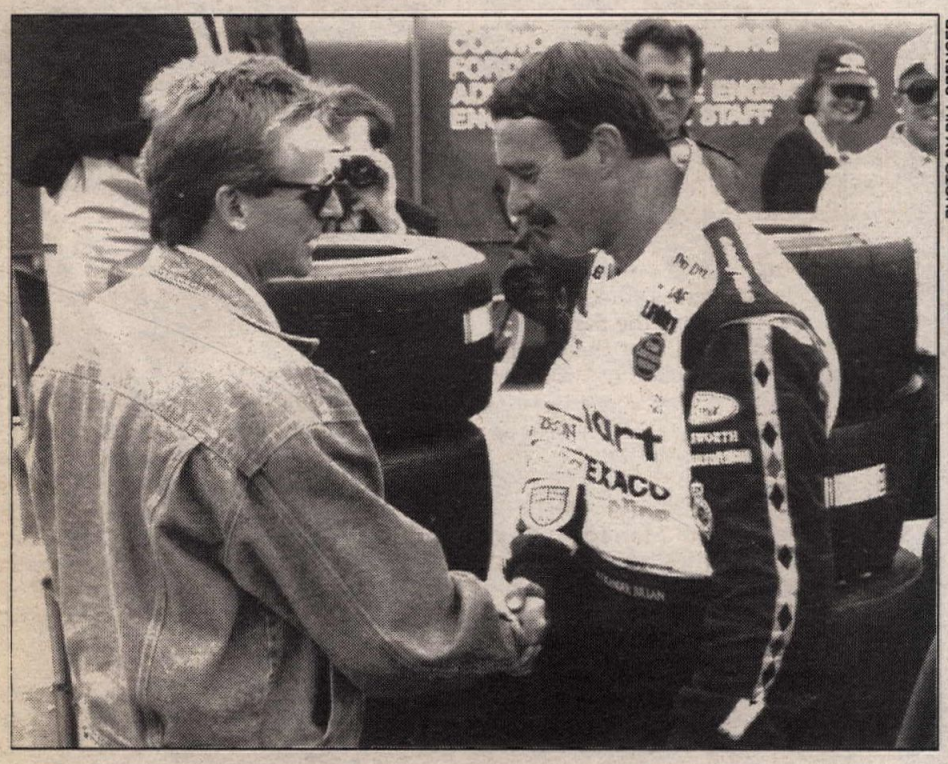

PHOTO BY BILL SPENCER

Two World Champions meet

A rare photo opportunity occurred at Laguna Seca Raceway in Monterey, California, on Tuesday, February 2, when two World Champions met each other for the first time.

Formula One World Champion Nigel Mansell of England was testing his new Newman/Haas Lola-Ford in preparation for the upcoming Indy Car season and three-time 500cc Motorcycle World Champion Wayne Rainey was back at his nearby new home after testing in Australia.

As the two were introduced and shook hands, Rainey quipped, "Listen, pal. I live just up the hill over there and I want to know what all this noise is about."

A few minutes later, Mansell introduced Rainey to the large number of journalists on hand for the test session. "They say we drivers are a bit off," Mansell said, "but at least I have four wheels, he's only got two."

Who's riding what? Here's an interesting **breakdown of the brands of bikes** ridden by 549 entrants at the GFI California Winter MX Series round at Glen Helen OHV Park in San Bernardino, California, on January 31: Heading the list was Yamaha with 216, followed by Kawasaki with 135, Suzuki 102, Honda 84, KTM 3, ATK 2, and "other" 7. The previous weekend at the January 24 Anaheim Amateur Supercross, the Big Four were much closer. With 363 entries, Yamaha led with 112 bikes on hand, Suzuki was next at 93, followed by Honda with 80 and Kawasaki with 78.

National Observed Trials Champion **Ryan Young** will leave the Tryals Shoppe Aprilia ride on which he won the title to campaign a Gas-Gas backed by both the Spanish factory and the American importer, Gas-Gas USA. The Tryals Shoppe, the Florida-based American Aprilia importer, will back only **Raymond Peters** this year, although they will have the Aprilia support vehicle at all Nationals to provide support for all Aprilia riders. Joining Young on the list of former Tryals Shoppe-backed riders is last year's number two finisher, **Geoff Aaron**, who will be campaigning a Cosmopolitan Motors-supported Beta. Aaron hasn't completely severed his ties with the Tryals Shoppe; he'll be wearing a new line of trials competition clothing they market. And from the West Coast comes word that longtime northern California trials ace **Kipp Webb** has been named the manager of the Fantic team that is fielded by Miller's Motorcycles. The team will consist of several riders, including **Gary Bourque**, who finished 10th overall last year.

News from Europe regarding the World Championship Observed Trials Series competitors has defending World Champion **Tommi Ahvala** competing as the only factory Aprilia rider. Ahvala of Finland is in the second year of a two-year contract with the Italian manufacturer. Spaniard **Amos Bilbao**, who finished fourth in the series last year and was winner of the final '92 World round at Watkins Glen, New York, has jumped ship from his Gas-Gas factory ride to sign a two-year contract with Montesa/Honda with an option for a third year for a possible road racing venture with both Honda and his personal sponsor, Ducados. Bilbao replaces fellow Spaniard **Marc Colome** at Montesa; Colome, fifth overall in the series, has inked a deal with Beta. Frenchman **Bruno Camozzi**, seventh last year aboard a works Fantic, will switch to a one-off works hybrid Scripia, a French-made trials bike.

Andreu Codina, Gas-Gas export manager and former world class trials competitor, is planning on coming to America to conduct some riding schools this year with help from **Dale Melasek** of Gas-Gas USA. Riders wishing more information and/or clubs interested in hosting a clinic can reach Melasek at 816/741-7615.

The AMA tells Papa that the **Grand National Championship Dirt Track Series** will return to TV on ESPN with a 10-race broadcast package. In addition, an event at Black Hills Speedway in Rapid City, South Dakota, has been added to the schedule. The rare midweek half mile race will take place on Wednesday evening, August 11, in conjunction with the annual Sturgis Rally that takes place in nearby Sturgis.

American Suzuki has announced a new contingency program for RM purchasers. The **Suzuki Good Scholar Program** allows any school-age (grade school through high school) purchaser of a 1993 RM80, 125 or 250 to receive a $500 savings bond which can be applied toward their college education. In order to qualify, candidates must purchase a 1993 RM from an authorized Suzuki dealer, complete and return an application form to Suzuki, compete in at least five MX events, and maintain a 3.0 (B) or better grade point average for the 1993 school year.

Suzuki riders and motorcycles will appear along with **Brian Austin Green** of the Fox Television show Beverly Hills, 90210 in a segment of Lifestyles of the Rich and Famous which is set to air on Saturday, February 27, on CBS. Team Suzuki's **Jeff Matiasevich** and Suzuki Support Team rider **Denny Stephenson** will appear riding with Green. Suzuki Sports Promotions Manager **Joe Colombero** and Off-Road Supervisor **Mike Webb** also appear in the segment. Green also recently completed a segment of MTV Sports in which he's seen riding with **Guy Cooper, Damon Huffman, Jimmy Button, Phil Lawrence** and Matiasevich.

Those who have ridden a motorcycle in the Alps know that things just don't get much better than that. Here's your chance to combine a safety school with some Alpine cruisin' this coming summer. California's **CLASS Motorcycle Safety Schools** and Austria's **Edelweiss Bike Travel** have gotten together to present a two-day CLASS school at the famed Salzburgring in Austria as part of a 12-day tour of the magnificent Alps. For more information, write to CLASS/EBT, 1495-B Palma Dr., Ventura, CA 93003.

Moore & Sons Motorcycles in Santa Cruz, California, will host an off-road seminar on Friday evening, February 12. The seminar is being held in conjunction with the February 14 opening round of the AMA National Championship Enduro Series at nearby Coalinga. Former National Enduro Champion **Kevin Hines** of Team Husqvarna, District 36 champ **Dan Neilsen**, ISDE gold medalist **Charles Halcomb** and former California State Trials Champion **Kip Webb** will contibute to the seminar. For more information, call 408/475-3619.

BMW unveiled the first of the company's soon-to-be-released line of "new generation" boxer twins in Lanzarote, Canary Islands, January 27-31. The flagship model, the R1100RS sport-tourer, features an eight-valve but still air-cooled motor, the impressive all-new Telelever anti-dive front suspension, angled cylinders, refined ABS, an optional full fairing, and adjustable handlebars, windscreen and seat. The R1100RS will be available in three different colors - red, blue and white - will cost, depending on options, around $13,000 and should be available to the public in the near future.

Former Arenacross Champion **Dennis Hawthorne** broke both ankles in a crash at the AMA National Championship Arenacross in Indianapolis, February 5. Texan Hawthorne will be out of action for at least six weeks.

Road racer **Jeff Heino** will ride a Team Moroney Harley-Davidson in the U.S. TwinSport Series, according to Pat Moroney, the owner of Moroney's Harley-Davidson in Newburgh, New York. Moroney will also back dirt tracker **Jason Fletcher**, who will contest the AMA Grand National Championship on a Harley XR750 and an 883 in the AMA Continental Tire 883 Grand National Series.

Road racer **Dave Stanton**, the two-time AFM 600cc Production Champion, has inked a deal with Team Hammer, Inc., for the 1993 season to be their sole WERA Superstock support rider. Stanton will contest the 600, 750 and 1100cc Superstock classes in all WERA Pro Series events on Suzuki GSXRs. In addition, Stanton will also race in selected AMA/CCS 600 and 750cc Supersport races. Stanton has also signed with PowerSports Marketing's **Billee Davies**, who will act as his agent for the 1993 season.

Johnny O'Mara, the 1983 125cc National MX and '84 Supercross Champion who recently came out of retirement and hoped to campaign the upcoming 125cc National MX circuit, suffered a major setback when he crashed and shattered his heel while practicing with defending Camel Supercross Champion Jeff Stanton, February 3, at the Hondaland test track in Simi Valley, California. "I went into a triple jump and the bike totally ran out of gas," said O'Mara. "I flew through the air without the bike and landed on the face of the third jump and broke my heel in a bunch of places. I can't put any weight on it for at least seven weeks. My season is not over; this is definitely an obstacle for me, but I'm going to deal with it the best I can. I hope to ride the third (125cc) National of the season at Mt. Morris (Pennsylvania, May 30). I'm just going to have to be patient and do what the doc says."

After 13 years of instructing on the road race courses of the U.S., **Keith Code** says his **California Superbike School** is closing shop. "I just suddenly realized that I'd achieved everything I'd wanted to with the school," Code said. "At that instant, I knew I was done. We've put 10,000s of people on the race track and I just came to the conclusion that we'd done it all." Code will continue to write his column for Sport Rider magazine and plans on researching and writing five more books. In addition, Code will continue to train some of the top road racers, which this year will include **Chuck Graves** and **Mike Smith**.

After injuring his shoulder at last week's Seattle Supercross, Suzuki's **Guy Cooper** chose to sit out the San Diego round. "It's separated, but the doctor said it was up to me whether I rode or not," said Cooper. "I rode in practice, but it was really sore, so I decided not to race. Once you miss one round, you might as well wait for it to heal right, so I won't be back til Gainesville February 28)." Suzuki Team Manager **Ray Tetherton** added, "If Cooper's not riding, then you know it's got to be hurting."

Also sitting out the San Diego Supercross was Yamaha's **Jeff Emig**, still suffering from a nagging flu virus. "We decided it would be better for me to miss a round and hopefully get better," said Emig. "Maybe instead of finishing around 10th, I can start getting in the top five." Emig's decision not to ride meant that like Kawasaki, Yamaha only had one factory team rider competing.

KTM was another team that was down to just one rider at San Diego, as **Keith Johnson** was recovering from a dislocated right wrist that he suffered in a practice crash at the Seattle Supercross. "There was no break, but the ligament was torn," said Johnson. "I got pins put in it, and I'll probably be out for at least three weeks." **Cliff Palmer**, KTM's newest rider, finished ninth at San Diego, equalling the best finish of his career. Like **Mike Fisher**, who was a KTM team member during the 1991 and '92 seasons, Palmer's results have picked up since joining the Austrian marque. He has made every main event of the season thus far.

We erred in reporting that road racer **Michael Barnes** would team with **Jeff Heino** on the AMA/CCS Endurance Championship-winning Fastline/MCM Racing this season. Instead, Barnes will be joined by **Scott Zampach** on the team's Suzuki GSXR1100.

NAMED: Scott Atherton by the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) as general manager. SCRAMP is the operating entity of record for Laguna Seca Raceway in Monterey, California.

AUTOGRAPH SIGNING: Team Suzuki's Guy Cooper, Brian Swink, Ezra Lusk and Jimmy Button at Suzuki of Bartow County in Cartersville, Georgia, on Friday, February 19, from 5 p.m. to 7 p.m. Bob Hannah will appear from 7 p.m. to 9 p.m. the same evening. Info: 404/386-5854.

APPOINTED: Don Rimmer by Metzeler Motorcycle Tire North America Corp. sales manager.

AUTOGRAPH SIGNING: Team Suzuki's off-road riders Steve Hatch and Randy Hawkins and Kawasaki Team Green riders Larry Roeseler, Ty Davis and Joey Hopkins at SLO City Cycles in San Luis Obispo, California on Friday, February 12, from 5 p.m. to 9 p.m. The appearance is in conjunction with the Quicksilver National Enduro that will take place two days later in Coalinga, California. Info: 805/541-1741.

AUTOGRAPH SIGNING: Team Kawasaki's Mike Kiedrowski and Mike LaRocco at Wagoner Cycle Works in Tucker, Georgia, on Friday, February 19, from 6 p.m. to 8 p.m. Info: 404/934-2453.

ENGAGED: AMA/CCS Harley-Davidson TwinSport Champion Scott Zampach and Dinah Moore. Zampach, who hails from Milwaukee, met Moore of Conyers, Georgia, at the WERA Grand National Final at Road Atlanta last October.

CORRECTION: In our coverage of the January 23-24 Florida Winter AMA MX Series round, we erred in a photo caption in saying that "Windham won two classes, Horton won one." Team Green's Robbie Skaggs of Lawrence, Kansas, should have been named as the rider who "won one." Skaggs topped Kevin Windham in the 12-15 class at Diamondback Cycle Park in Cocoa, Florida.

RETAINED: Rob Hassey's RacePro Motorsports Marketing by Chris Agajanian Presents, Inc. RacePro will be responsible for media, racer and public relations, sponsor acquisition, and general promotion of Agajanian Presents' Grand National Championship Half Mile in Denver on August 14. RacePro will also assist Agajanian Presents with promoting both the Sacramento Mile and Pomona Half Mile rounds of the AMA series.

AUTOGRAPH SIGNING: Yamaha factory riders Damon Bradshaw, Jeff Emig and Doug Dubach at Cahill's Yamaha in Tampa, Florida, on Friday, February 12 from 6 p.m. to 7:30 p.m. For more information, call 813/932-2788. CN

INSIDE

FEATURES

SUPERCROSS
McGrath again at San Diego 6

PREVIEW
AMA National Superbike Series: Rating the racers 10

TESTS
Luca Cadalora's race-replica Honda RS250R 12
1993 Yamaha FZR600R 24

MOTOCROSS
Ferry, McElroy top Florida Winter
AMA MX Series finale at Gatorback 16
Vohland stars at Barona Oaks
CMC Golden State Nationals 20
Smith, Matson score
GFI Winter Series North wins 22
Henry, Decker highlight Glen Helen
GFI Winter Series South 23

ICE RACE
Venegas rules in Tuscon 18

DUAL SPORT
Hundreds turn out for the Hi-Desert 250 Adventure 26

DEPARTMENTS

LOCALS 27
RESULTS 33
CALENDAR 34

ON THE FRONT PAGE:

Italian Luca Cadalora won the 1992 250cc World Championship aboard a Honda NSR250. Alan Cathcart rides the RS250R that's based on Cadalora's championship winner. See page 12. Photo by Patrick Gosling.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

U.S. GP's a bargain

James Zack's letter (Voices, February 10 issue) regarding ticket prices for the U.S. Grand Prix at Laguna Seca made me smile. Those concerned about a $55 admission ticket ($45 in advance) should look around. TravelCraft sends Americans abroad on GP trips, either in groups or as individuals, and we often purchase their race tickets. Tickets elsewhere are higher, such as $75 at Catalunya (Spanish GP) and $98 at Hockenheim (German GP). Of course, if you want a good seat at Hockenheim prepare to put out $122. With the higher expense of bringing a GP from Europe to America, it is fantastic that they were able to make it one of the least expensive tickets on the 1993 GP schedule.

Randy Warren
TravelCraft
Corte Madera, CA

Just as there's only one U.S. Grand Prix road race, there's only one Super Bowl each year. While it may be like comparing apples and oranges, consider that the face value of each and every one of the 100,000-plus tickets for the championship football game was $175!...Editor.

Turtles or people?

While I was riding with my club over the New Year's weekend, I came across an open mine shaft - a deep one. I tried to jump off some dirt about six feet from the shaft but something went wrong and the bike lunged toward the hole. By the grace of God I was able to get off the bike just as it went down the 200-plus foot shaft. Had there been a fence of some kind around or something over the hole, the bike might have stopped before diving into oblivion. Other riders have not been so lucky. Some guys don't even see the shaft until they are staring up from the bottom (or staring down from Heaven). It seems like everyone I talk to has heard of or knows someone who has gone down an open mine shaft.

No matter how glad I am to have not gone down the shaft, an incident like this hurts us all in the off-road community. If I complain to the BLM, they could close that area to protect us from ourselves. I have talked to the BLM ranger several times about fencing off open shafts. The ranger was genuinely concerned and feels that all shafts need to be covered, but said there is not enough money or manpower to undertake a project like that. I asked him about Green Sticker money and he said that kind of money is just about untouchable. (Must be like the lottery money and schools.) At this time there are no plans to mark or fence any shafts.

Which brings us to the subject of the turtle fences I see lining the highway in the desert. There appears to be money to keep these critters from death on the road, but no cash to save human life. What would happen if a couple of desert tortoises fell down a mine shaft? The Sierra Club experts would swoop in to investigate and I am sure there would be fences around every mine shaft from the Colorado River to Victorville in about two weeks. What kind of world do we live in when turtles get better protection than people?

Tony Turner
Lake Forest, CA

Slow boat to...

According to Bob Hannah, there are only about eight to 10 riders who are capable of racing supercross. I've been to races where the leader lapped almost the entire field. I'm sure that all the other guys would have been glad to know that they were too old or too slow and should have quit and done something else.

Come on, Bob, give the riders a little credit for racing in mid-pack for money, points and positions just as hard as the leaders.

Is too old and too slow the reason you didn't make it in boat racing?

Dana Hansen
Roseburg, OR

Beat everyone

I am writing to let Joe Scalzo, who wrote "Hanging it out superbly" (Time Forgotten, January 20 issue), know that that "prissy fiddle player" Jody Nicholas not only beat me at Laconia, he beat everyone else, including Dick Hammer and Neil Keen.

George Roeder
Monroeville, OH

Hubba, hubba

You guys aren't doing right by Team Smitty. Team Smitty is clearly written to be appreciated by old guys. For example, what person do you know under the age of 40 that ever uses the term "hubba, hubba?"

The problem is that you shrink this cartoon to the point that everything is in microtype. Old guys can't read microtype, even if they have bifocals.

Please give Team Smitty a little more space and us old guys a break.

Ed Youngblood
President, AMA
Westerville, OH

Although he says he's only "near 40," Jim Smith, the creator of Team Smitty, admits he uses the term "hubba, hubba." Unusual? Keep in mind that when he's not piloting a United airliner or drawing Team Smitty strips, Jim plays in a blues band and goes by the name Blind Jim Smith...Editor.

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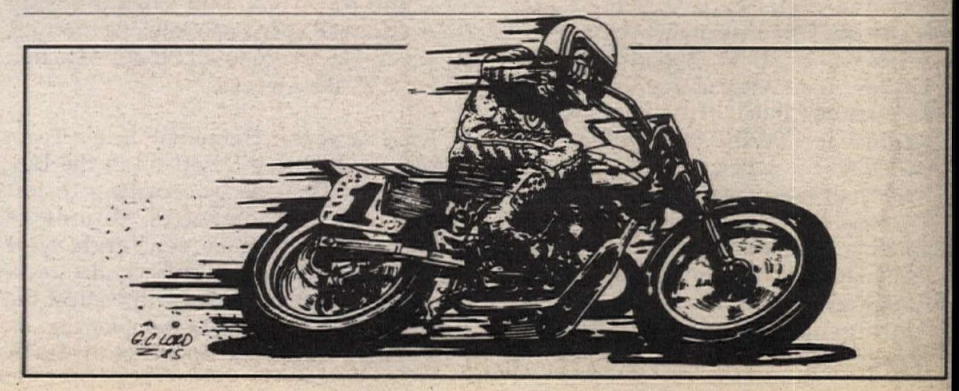
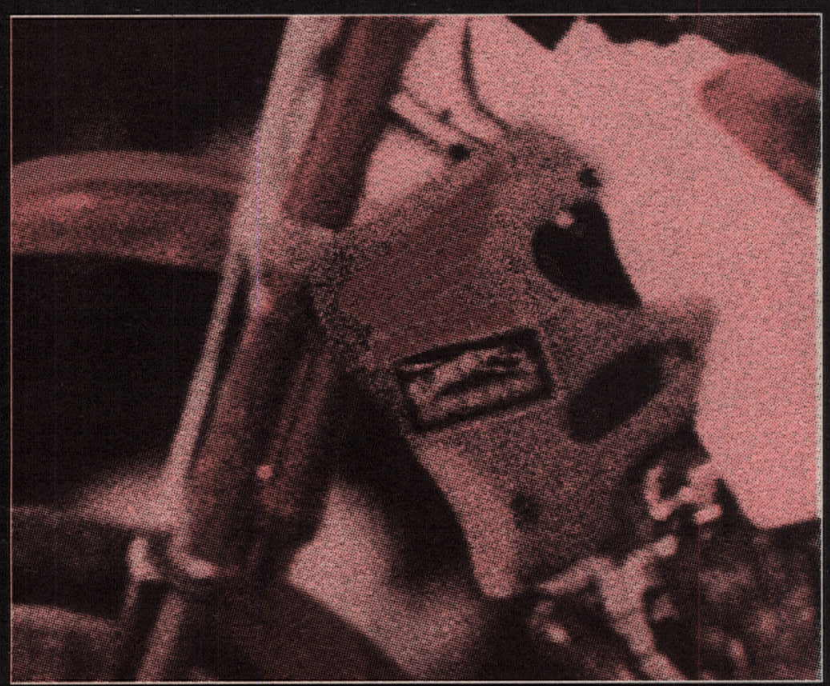
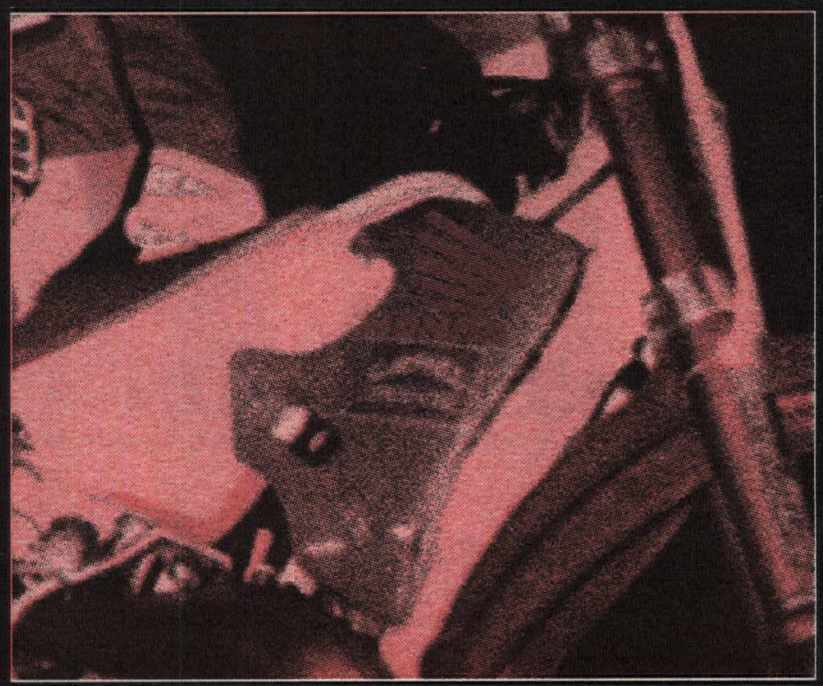


You might say Jeremy McGrath has earned his wings.

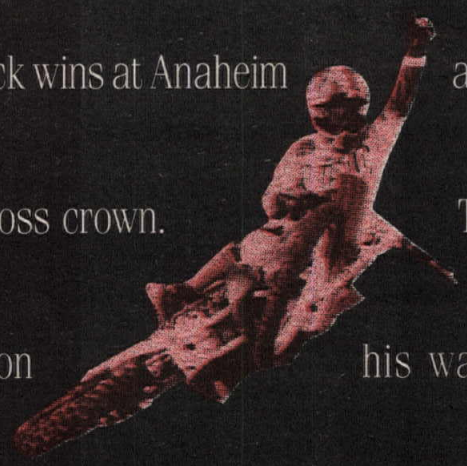


Anaheim Supercross
January 23, 1993



Seattle Supercross
January 30, 1993

While we at Honda had high hopes for Jeremy McGrath, our newest 250 Supercross Red Rider, even we didn't expect him to fly this high this soon. His back-to-back wins at Anaheim and Seattle didn't just serve notice that he's a contender for the 1993 Supercross crown. They gave him the points lead. Last year McGrath roosted the competition on his way to the Western 125cc Supercross Championship. So when we gave him a bike with twice as much displacement, he did what we all hoped. He proved he's twice the man he used to be.



HONDA
The Red Riders

PRO HONDA · Fenthal · D.I.D · NGK Spark Plugs · Twin Air Sportfilters

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. © 1993 American Honda Motor Co., Inc. (2/93)

Jeremy McGrath (15) bolted to the head of the pack at the start of the main. Brian Swink (19), Damon Bradshaw (8), Jeff Stanton (1) and Jeff Matiasevich (12) take chase.

McGrath rolls on at San Diego

By Chris Jonnum
Photos By Kinney Jones, Nate Rauba and Kevin Wing

SAN DIEGO, CA, FEB. 6

Once was impressive enough; twice, remarkable, but three-consecutive Coors Light Challenge main event victories by a rookie is just plain impossible! Or so it seemed. But evidently, it's not, as Team Honda's Jeremy McGrath proved in San Diego.

Two weeks after earning his first-ever victory at Anaheim, and one week after backing that win up with another victory in Seattle, 21-year-old McGrath from nearby Murrieta, California, posted yet another victory in front of 30,674 spectators in Jack Murphy Stadium.

"I've been trying hard and my bike's been working great," said McGrath after his win. "Everything's just been working right for me lately."

To say the least. What's even more impressive is that McGrath is starting to make his wins look easy. Though forced to transfer to the main event through his semi after a heat-race crash, McGrath pulled the holeshot in the feature and that was that as far as the number one position was concerned. Team Honda's defending Camel Supercross Champion Jeff Stanton - McGrath's teammate - ran in second for the first part of the race and looked to have a chance at running down his teammate, but the three-time champ crashed at the midway point and let Kawasaki's Mike Kiedrowski slip by for the runner-up position. Stanton remounted in time to salvage third place.

"I just need a start!" said Kiedrowski, still hungry for his first Camel Supercross win.

"I can't get discouraged," said Stanton, who is also seeking his first win of the season. "You've just got to keep looking forward. I got in the top three, and I'll just have to go out and win next week."

And what about Yamaha's main man, Damon Bradshaw, the rider who most were and still are picking as the one who will dethrone Stanton? The North Carolina racer had an off-night that can be blamed on the flu, crossing the line in sixth place.

"I picked up a bug on Tuesday, and wasn't able to train like I should have," croaked a hoarse Bradshaw. "I rode my bicycle the last couple of days, which probably didn't help (my recovery), but I had to do my training."

For his win, McGrath pocketed $5000 of the $35,000 250cc class purse posted by the promoter, the Mickey Thompson Entertainment Group. McGrath assumed the points lead by winning in Seattle and with less than one-third of the 16-race series in the books, McGrath enjoys a 14-point lead, 109-95, over Kiedrowski, who leap-frogged up three spots at San Diego after an off-night in Seattle. Stanton and Bradshaw are tied for third with 94 points apiece, just one point in arrears of Kiedrowski. Round-one winner Kawasaki's Mike LaRocco sat out San Diego with an injured wrist, and slipped from third to fifth in the standings with 78 points.

While the premier 250cc class is beginning to look like a McGrath benefit, the 125cc Regional Series saw the fifth different rider in as many weeks score their first-ever win. This time it was the likable Frenchman Mickael Pichon, who backed up last week's runner-up performance with a victory. The 16-year-old Honda rider pulled the holeshot and led the entire race in only his third-ever 125cc Western Regional Camel Supercross event.

"I'm going home (to Le Mans) tomorrow, and I should definitely get a big welcome," said Pichon through an interpreter.

Team Splitfire/Hot Wheels/Pro Circuit Kawasaki rider Jimmy Gaddis, who won the Western Regional opener

LaRocco breaks wrist again

Team Kawasaki rider Mike LaRocco, who won the opening supercross round in Orlando, was missing at San Diego after breaking the ulnar and radius bones in his left wrist in a practice crash at a southern California test track during the week.

"It was kind of a fluke," said Kawasaki race team manager Roy Turner. "He was coming down a hill after a turn, and he swapped to one side, then swapped back and high-sided. He landed with his hand on his hip, and it jammed his wrist really hard."

LaRocco had been riding with a brace after breaking a different bone in the same wrist last year, but this injury is unrelated and he suffered no ligament or tendon damage, according to Turner. LaRocco now has an external rod attached to his arm, and the breaks are expected to require eight weeks to heal; He will probably not be ready to race again for approximately three months. Before the injury, LaRocco had been sitting in third place in the point standings with 78 points, but he slipped to fifth at San Diego and will miss most of the remainder of the series.

LaRocco's injury leaves Mike Kiedrowski as the only rider with a bike in the Kawasaki semi-trailer, as Ryan Hughes is still out with a broken leg. Some wondered if Kawasaki-supported Michael Craig, who has been putting in some good results, would be moved up to the factory team, but Turner said that is not yet in Kawasaki's plans.

"Right now it's just business as usual," said Turner. "We haven't had time yet to look at all the options."

in Houston, placed a distant second, while Seattle winner and factory Suzuki rider Phil Lawrence finished a respectable third after falling on the second lap and working his way through the pack.

Pichon, who plans to contest the World Championship 125cc MX Series, was competing under a one-day AMA license, and received no points for his win, though a $2000 share of the $10,000 purse made it worth his while. Lawrence maintains a slim lead in the standings over Gaddis, 89-87, and Tommy Clowers, who rides for Escondido, California's North County Yamaha and finished fourth, remains in third with 61 points. Next week, the Western Regional riders will get a break as the series returns to the Eastern Region for round six in Tampa, Florida.

As is typically the case for San Diego, riders were in large part pleased with the James Kitchens-built track, which, with the exception of minor alterations to one or two jumps, was identical to last year's. The first three straights after turn one ran along the perimiter of the field and consisted of, respectively, a small jump up to a tabletop, a large triple, and a smaller triple. The course then turned to the interior of the field, where it twisted around within itself before rejoining the flat starting straight. Among the infield obstacles were a strange whoop-filled incline, a long section of whoops and, one turn before the typical finish-line mountain, a steep-faced pair of jumps that the faster riders were able to double. Thrown in throughout the track were short whoop sections and small doubles.

Mike Kiedrowski (3) passed Michael Craig (24) while on his way to second place. Craig rode well to finish fourth overall.

250cc Heats

As usual, two eight-lap heats transferred four riders each to the main event, with the remaining racers moving on to the semis. With the money from the Coors Light Silver Bullet bonus totalling $5000, fast heat times became all-important, and Team Suzuki's two-time Eastern Regional 125cc Supercross Champion Brian Swink looked eager to claim the prize as he pulled the holeshot in heat number one and immediately set a blistering pace.

Hard on Swink's heels were Suzuki support rider Larry Ward and factory Suzuki rider Jimmy Button, who was taking advantage of the break in the Eastern Regional 125cc Series to get in some practice on a big bike. After suffering a poor gate Bradshaw was dead last and circulated the track slowly, apparently resigned to riding a semi.

"I had a little bit of trouble when a couple guys crashed and I ran into them," said Bradshaw. "I knew I couldn't catch them (the leaders) so I just decided to cruise."

Throughout the evening, most riders attacked the tabletop after turn one by launching off the jump before it and landing on top of the plateau, but Swink was able to elevate high enough off the first jump to clear it and land on the downside. Swink appeared to be riding confidently and smoothly, and he and Ward quickly pulled away from the pack.

Button fell early on and remounted further back, allowing Honda of Troy rider Erik Kehoe into the third spot. Kehoe appeared to have third place sewn up, but he crashed on the next-to-last lap. Suzuki rider Chris Young took up the position, only to lose it to a hard-charging Button three turns before the finish when the two made contact and Young went down.

Suzuki riders grabbed all four qualifying positions, as Swink posted the win. Next were Ward and Button, with Young, whose wife had had a baby one week earlier, remounting in time for fourth.

"It was boring, but that's the way we like them," said Swink. "I tried to put on a show on the last lap. I was trying to learn some lines so I could win the main. In my opinion, I think I'll win here."

Kawasaki semi-factory rider Michael Ray Craig led McGrath, Kiedrowski and Stanton around the first turn in the talent-laden second heat. Kiedrowski sailed past McGrath over the triples, but he fell on a jump just before the finish, taking McGrath with him.

"I slowed down behind Craig, and McGrath hit me from behind," said Kiedrowski.

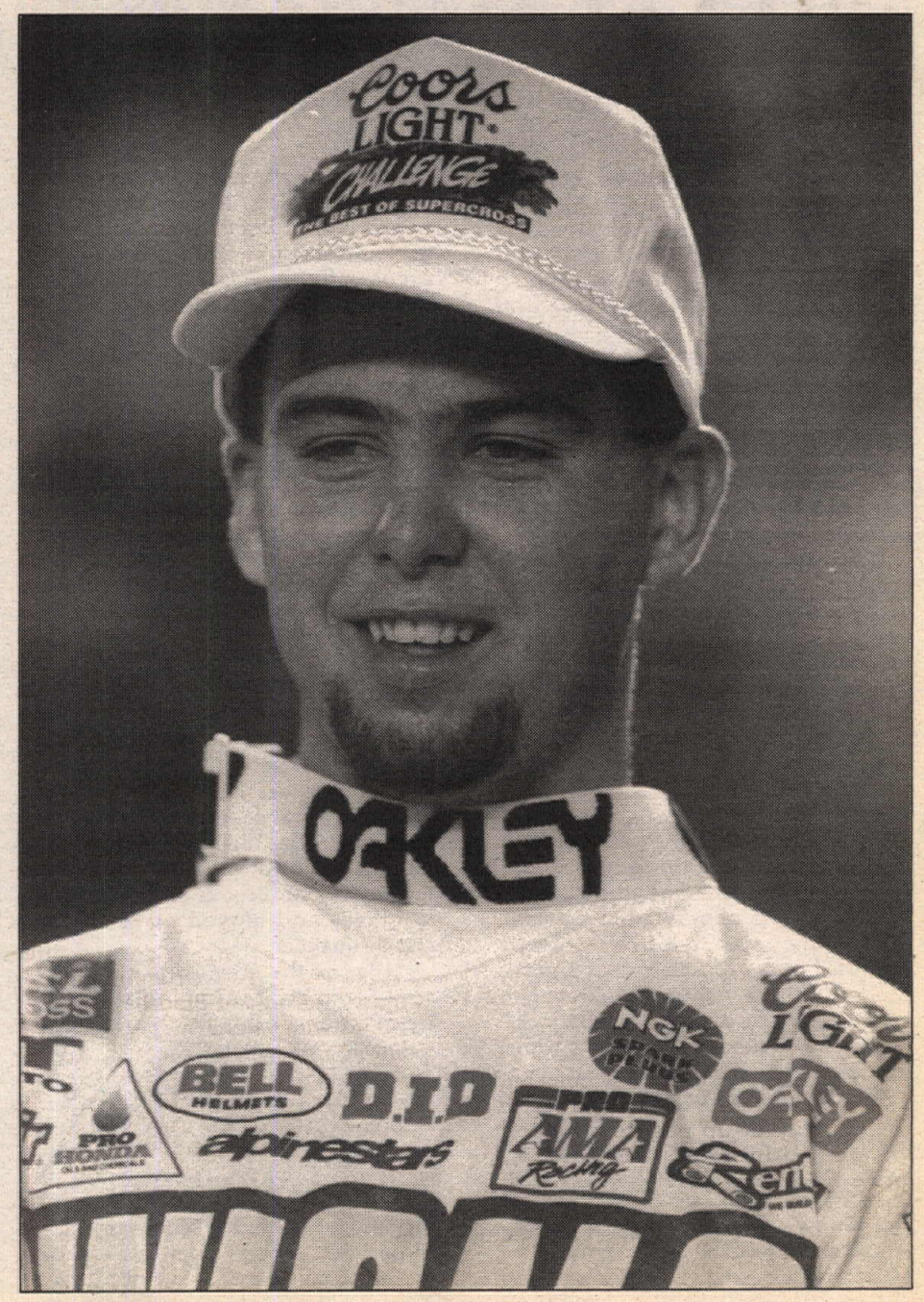
"Kiedrowski brake-checked me a little bit, and I hit him and went down," said McGrath, whose concentration before the heat had been affected when his bike's radiator hose popped off during the final practice.

Stanton managed to stay upright but lost several positions, while Yamaha-mounted Team Noleen rider Larry Brooks and Suzuki's Jeff Matiasevich avoided the mayhem altogether and took over second and third, respectively.

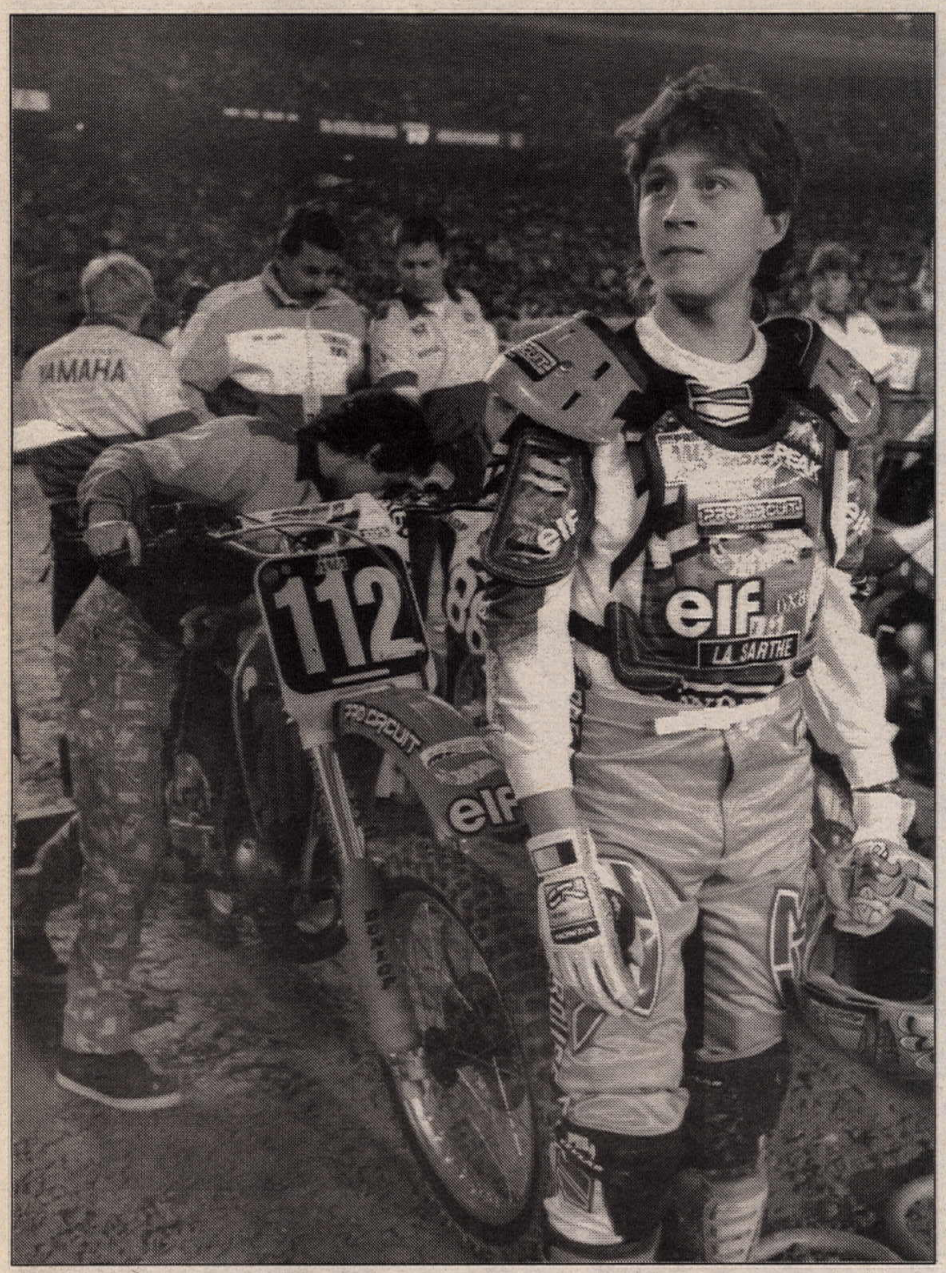
Stanton worked his way into second by the fourth circuit, but Craig, from nearby El Cajon, had a seven-second lead and appeared to have the win in the bag. However, with two laps still to go, the complexion of the race changed dramatically when the flag man mistakenly gave Craig the white flag, signalling the final lap. The next time across the finish line, Craig pulled what was probably the most spectacular clicker of the night and coasted towards the edge of the track with his fist in the air, not seeing the second white flag.

Craig nailed the throttle when he finally noticed the frantic gestures of mechanic Bryan Emig, but Stanton had closed to his rear fender. Craig had his hometown crowd on its feet and screaming as he repelled Stanton's attempts throughout the final lap to notch the win. Matiasevich was third

For the third-straight week, rookie sensation Jeremy McGrath scored the overall win.



SUPERCROSS AMA Camel Supercross Series: Round 5



Frenchman Mickael Pichon topped the 125cc class in his third-ever Camel Supercross.

Mickael Pichon (112) and Jimmy Gaddis (69) battled early in the 125cc main event.

and Team Honda's Steve Lamson placed fourth.

"The lap before, they gave me the flag, and I thought I saw white," said Craig. "I felt like an idiot. Next time I won't pull off till someone guides me off the track."

"I just wondered what the hell he (Craig) was doing," said Stanton. "I've done that before myself, and you just learn never to pull off until you see black and white."

As it turned out, Craig was lucky the race wasn't any longer.

"One side of a strut on my suspension's linkage system broke, and when I thought the race was over I was pulling off to tell my mechanic," said the 24-year-old Craig. "I'm lucky it held on to the finish."

Swink's heat time was the fastest by five seconds (aided in no small part by Craig's pause before the last lap), so a win in the main would earn the Michigan resident an extra $5000.

250cc Semis

With three of the top factory riders - Bradshaw, Kiedrowski and McGrath - still not having transferred to the main event, the normally boring semis promised plenty of action. That promise was unfortunately not kept, however, as Bradshaw and McGrath romped to wins in their respective races, each of which transferred five riders to the main.

Bradshaw was eager to better his heat-race performance in the first six-lap semi, and blasted his Brian Lunniss-tuned Yamaha YZ250 into the lead off the start and easily won the race. Behind Bradshaw, Honda privateer Buddy Antunez and Tuf Racing Suzuki rider Mike Healey battled for second, just ahead of Kawasaki-mounted Aussie Peter Melton. The pack quickly began to spread out, as Bradshaw circulated the track mistake-free and scored the win. Antunez finished a distant second and Healey held off a lap-four charge by Melton to nab third. Suzuki support rider Denny Stephenson finished fifth for the last transfer.

"I've been having a bit of sickness lately, but I don't think it's really effecting me," said Bradshaw, not wanting to give the competition a mental advantage. "I'll be in there in the main."

In semi number two, McGrath gave a preview of the main event, leading the way from start to finish. Kiedrowski gated sixth, but sliced his way through a battle involving Team KTM's Cliff Palmer, Noleen teammates Brooks and Shaun Kalos. Two-time 125cc National MX Champion Kiedrowski eventually settled into second place midway through the race.

McGrath was long gone, however, and scored a seemingly easy win. Kiedrowski was the runner-up ahead of Palmer, Kalos and Yamaha privateer Jeromy Buehl. Brooks slid out during lap three and moved on to the last chance qualifier.

"It's not the greatest to ride in the semi," admitted McGrath. "But there's a lot of lines on this track and I got a chance to look at them."

250cc LCQ

Brooks grabbed the early lead in the six-lap last chance qualifier, which transferred the top two riders to the main. Kehoe, who had suffered a starting-straight fall in his semi, was a close second, but slipped sideways in a turn on the second lap and was nearly overtaken by Honda-mounted Japanese rider Kiyoshi Saai.

Kehoe again closed in on Brooks by doubling the two jumps before the finish, then made the pass for the lead two turns later. Once in front, Kehoe stayed there, though Brooks made a final-lap bid for the lead in the long whoop section.

"I've been on the ground all night," said Kehoe. "I just wanted to be conservative and make the main. I knew Larry was riding good, but he made a mistake and I got by."

"My knee is starting to feel better," said Brooks, who is recovering from surgery.

250cc Main

When the pack of 20 riders exited the first turn in the night's 20-lap feature race, McGrath's Skip Norfolk-tuned Honda CR250 was in the lead, closely pursued by Craig, Swink and Stanton. Bradshaw and Kiedrowski had less-than-stellar starts and were running seventh and ninth, respectively. Kiedrowski immediately mounted a charge, blasting his Shane Nalley-tuned Kawasaki KX250 into sixth place by the completion of the first lap, but Bradshaw was moving backwards and sat in 11th as he began lap two.

"Actually, I didn't get that bad of a start," said Bradshaw. "I tried to pass a couple people really quick, but ended up screwing up and getting passed by a couple guys that probably shouldn't have gotten by."

Up front, McGrath rode flawlessly and immediately started pulling away. Stanton first passed Swink in the long whoop section, then zapped Craig for second in a turn.

Swink was eager for a win after finishing a close second last week and was riding on the ragged edge as he passed Craig for third and set out after Stanton. Swink challenged first in the whoops and again over the whooped incline, but he couldn't quite get by the defending champ. Then, at the beginning of the fourth lap, the Suzuki pilot used his move over the tabletop to close to Stanton's rear wheel. Swink was actually able to pass Stanton in the following turn, but Stanton got him back when Swink bobbled on the exit. With that, Swink seemed to lose his momentum, and started to drop back.

"I think if he (Swink) could've passed Stanton, he would've had gotten enough adrenaline to have a shot at the win," said Suzuki race team manager Ray Tetherton.

Continuing his charge through the pack, Kiedrowski passed his way into fourth by the seventh lap, then snuck by Swink for third one lap later.

The top three - McGrath, Stanton and Kiedrowski - were fairly spread out, though Stanton was riding aggressively in a bid to catch his teammate, McGrath. On the 12th circuit, however, Stanton's front end washed out in a slippery turn, and Kiedrowski slipped by before Stanton was able to get back underway.

"I was pushing a little too hard and the turn was a little slippery, and my front end just washed out. It was my mistake," said Stanton. "I was comfortable where I was and I thought I could catch him, but one slip and it's pretty much all over."

Kiedrowski was seven seconds down when he assumed the second spot, but he took off after McGrath and was actu-

ally able to put a small dent in the leader's cushion.

"I got a bad start off the gate and started picking them off one by one," said Kiedrowski. "When I got in second, I was trying my hardest to catch him (McGrath). I wasn't holding back at all."

Kiedrowski's deficit was still substantial, though, and McGrath was riding like a well-oiled-machine, hitting the exact same lines lap after lap. With the race winding down, it appeared that Kiedrowski's only hope of catching McGrath would be if the Honda rider were to be held up by lapped traffic. McGrath actually did get held up a bit by Noleen teammates Brooks and Kalos, and Kiedrowski started to reel the leader in, but McGrath soon got by. Kiedrowski was also delayed by lappers just enough to all but end his chance of scoring his first-ever Camel Supercross win.

McGrath cruised to the win, performing clickers over the triples on his final lap and then began taking his victory lap, as Kiedrowski crossed the finish line in second place. Stanton, who appeared to back off after falling, came home a distant third. Craig placed fourth after riding most of the race in that position, followed by Swink and Bradshaw. Like Craig, Lamson had an uneventful race, riding all but five laps in seventh position to tie his season-best performance. Ward was eighth, with Palmer also equalling his best finish of the season in ninth, and Stephenson rounded out the top 10.

"It's not too bad when you get the holeshot," said McGrath. "Two years ago I couldn't get a start to save my life, and now I'm up there all the time."

"I'm still pretty happy," said Kiedrowski. "There's still a lot of races left and I can get those points back. I didn't like the track last week, but I came here with a better attitude."

"I didn't feel the greatest, but I've been sick twice before at Houston, and still won there, so I can't say it was that," said Bradshaw. "The track was kind of one-lined and hard to pass on, but it looks like they're all going to be like that this year. I don't have any excuses; I've just got to speed it up a little."

With Swink finishing fifth, the Coors Light Silver Bullet remained unclaimed for another week, and will total $6000 next week in Tampa.

125cc

Just as they had done the previous week in Seattle, Lawrence and Gaddis won the two heat races, and Gaddis felt confident going into the 15-lap main event.

"I came here to kick butt and chew bubblegum, and I'm all out of bubblegum," said the Las Vegas resident.

Pulling the holeshot in the feature, though, was the Frenchman Pichon, with Gaddis, Lance Smail, Lawrence and Anaheim winner Damon Huffman close behind. Gaddis was all over the leading rider on the opening lap, apparently none too eager to eat his words, but Pichon managed to fight him off.

On lap two, Pichon's American rivals suddenly went on a crashing spree that effectively handed the French Honda pilot his first victory. Huffman was the first to go down, as well as his hopes of another win were dashed when he fell off his factory Suzuki early on the second lap and remounted in dead last. Lawrence went down later on the same lap, dropping back to 15th. Gaddis was next to go down, swapping out in the long whoop section and overshooting the following berm.

"I was trying hard and trying different lines, and I just messed up," said Gaddis.

This crash in the 125cc race effectively ended Gaddis' chances at the win.

This left Pichon with a comfortable lead over The Brothers of Bremerton, Washington-backed Smail. Gaddis remounted quickly and passed Smail for second over the triples, while Lawrence went on a tear that saw him pass 10 riders in the span of six laps. One of the places where Lawrence was able to make up the most time was the first set of triples, as he was the only 125 rider to even attempt the obstacle.

"I knew it would be really hard to get back up and win, but I just tried my hardest," said Lawrence. "It helped when I started doing that triple every lap."

At the halfway point, the top five were Pichon, Gaddis, Smail, Clowers and Honda rider Grayson Goodman.

Pichon, the French 125cc Supercross Champion, seemed remarkably poised despite his young age, and his smooth riding style brought to mind images of his fellow countryman, 1991 Camel Supercross Champion Jean-Michel Bayle. Pichon had a cushy 12-second advantage over Gaddis by lap eight, so the fans' attention again turned to Lawrence, who was now in sixth.

The Suzuki rider from Cherry Valley, California, passed Goodman and then closed on Clowers by doubling the two jumps before the finish. Lawrence bolted by in the whoops for fourth, and on the next go-around, block-passed Smail in turn three, almost losing the position back when he bobbled on the exit.

With three laps to go and a seven-second deficit to Gaddis, Lawrence rode the rest of the race in third. Pichon launched off the finish-line jump for the win, giving the thumbs-up sign to the crowd, which surprisingly rewarded the young foreigner with a rousing applause. Gaddis was a lonesome third and Lawrence was fourth. Clowers and Smail filled out the top five, and Goodman was sixth. Huffman was only able to get as high as 11th by the completion of the final lap.

"I'm going to Disneyland," exclaimed Pichon when egged on by race announcer Larry Maiers on the podium. Later, Pichon said through an interpreter, "I wasn't nervous when I got in front. I thought even if he (Gaddis) passed me, I could pass him back."

"I guess I still had a piece of bubblegum left," said Gaddis in reference to his earlier comment. "I fell down, and I'm not happy. I wanted to win."

"I've just got to pick myself up and win the next one," said Lawrence. "Pichon's a good rider, but I wish it was me who won." CN

Mike Kiedrowski (3) suffered a mediocre start in the main. Damon Bradshaw (8) gated better, but mistakes on the first lap moved him back in the pack.

Results

250 HEAT 1: 1. Brian Swink (Suz); 2. Larry Ward (Suz); 3. Jimmy Button (Suz); 4. Chris Young (Suz); 5. Mike Healey (Suz); 6. Peter Melton (Kaw); 7. Ryuichiro Taxahama (Hon); 8. Erik Kehoe (Hon); 9. Ray Sommo (Yam); 10. Todd DeHoop (Hon); 11. Takayuki Mayauchi (Hon); 12. Kiyoshi Saai (Hon); 13. Masaya Kahashi (Hon); 14. Matts Nelsson (Kaw); 15. Damon Bradhsaw (Yam); 16. James Chamberlain (Suz); 17. Buddy Antunez (Hon); 18. Kip Sandell (Yam); 19. Denny Stephenson (Suz); 20. Tadakazu Ohtsuka (Hon).
Time: 8:22.04

250 HEAT 2: 1. Michael Craig (Kaw); 2. Jeff Stanton (Hon); 3. Jeff Matiasevich (Suz); 4. Steve Lamson (Hon); 5. Mike Kiedrowski (Kaw); 6. Cliff Palmer (KTM); 7. Larry Brooks (Yam); 8. Shaun Kalos (Yam); 9. Jeremy McGrath (Hon); 10. Steven Andrew (Kaw); 11. Dag Boyesen (Yam); 12. Kohji Ohkawara (Yam); 13. Scott McElroy (Suz); 14. Mark Esley (Yam); 15. Shigeki Hanada (Kaw); 16. Anthony Amaradio (Kaw); 17. Gordan Ward (Kaw); 18. Jason Higgs (Kaw); 19. Mitsuo Fujishiro (Kaw); 20. Jeromy Buehl (Yam).
Time: 8:26.85

250 SEMI 1: 1. Bradshaw; 2. Antunez; 3. Healey; 4. Melton; 5. Stephenson; 6. Sommo; 7. Taxahama; 8. Kehoe; 9. DeHoop; 10. Kahashi; 11. Saai; 12. Nelsson; 13. Ohtsuka; 14. Miyauchi; 15. Chamberlain.
Time: 6:16.49

250 SEMI 2: 1. McGrath; 2. Kiedrowski; 3. Palmer; 4. Kalos; 5. Buehl; 6. Brooks; 7. Boyesen; 8. Ohkawara; 9. Amaradio; 10. Andrew; 11. Hanada; 12. G. Ward; 13. Higgs; 14. Fujishiro; 15. McElroy; 16. Easley.
Time: 6:12.14

250 LCQ: 1. Kehoe; 2. Brooks; 3. Saai; 4. Andrew; 5. Taxahama; 6. Boyesen; 7. Sommo; 8. G. Ward; 9. Ohtsuka; 10. Hanada; 11. Amaradio; 12. Ohkawara; 13. Fujishiro; 14. Kahashi; 15. Chamberlain; 16. Higgs; 17. McElroy; 18. Easley; 19. Nelsson; 20. DeHoop; 21. Miyauchi.
Time: 6:21.92

250 MAIN: 1. Jeremy McGrath (Hon); 2. Mike Kiedrdowski (Kaw); 3. Jeff Stanton (Hon); 4. Michael Craig (Kaw); 5. Brian Swink (Suz); 6. Damon Bradshaw (Yam); 7. Steve Lamson (Hon); 8. Larry Ward (Suz); 9. Cliff Palmer (KTM); 10. Denny Stephenson (Suz); 11. Larry Brooks (Yam); 12. Shaun Kalos (Yam); 13. Erik Kehoe (Hon); 14. Jeromy Buehl (Yam); 15. Buddy Antunez (Hon); 16. Jeff Matiasevich (Suz); 17. Jimmy Button (Suz); 18. Peter Melton (Kaw); 19. Chris Young (Suz); 20. Mike Healey (Suz).
Time: 20:20.00

250 CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Jeremy McGrath (109/3 wins); 2. Mike Kiedrowski (95); 3. (TIE) Damon Bradshaw (1 win)/Jeff Stanton (94); 5. Mike LaRocco (78/1); 6. Brian Swink (68); 7. Steve Lamson (61); 8. Michael Craig (58); 9. Larry Ward (55); 10. (TIE) Guy Cooper/Jeff Matiasevich (53); 12. Cliff Palmer (50); 13. Jeff Emig (45); 14. Denny Stephenson (32); 15. Erik Kehoe (31); 16. Jeromy Buehl (24); 17. Shaun Kalos (23); 18. Larry Brooks (16); 19. Buddy Antunez (14); 20. Keith Johnson (11).

125 HEAT 1: 1. Phil Lawrence (Suz); 2. Tom Clowers (Yam); 3. Lance Smail (Hon); 4. Craig Decker (Kaw); 5. Dana Wiggins (Hon); 6. David Pingree (Suz); 7. Cyril Porte (Hon); 8. Shane Trittler (Suz); 9. Tony Graves (Yam); 10. Billy Mercier (Kaw); 11. Mike Metzger (Suz); 12. Grayson Goodman (Hon); 13. Jason McCormick (Suz); 14. Erick Hilton (Yam); 15. Terry Parsons (Hon); 16. Travis Hodges (Kaw); 17. James Chamberlain (Suz); 18. Lowell Moural (Hon); 19. Ryan Huffman (Kaw); 20. Duane Benner (Kaw).
Time: 6:27.77

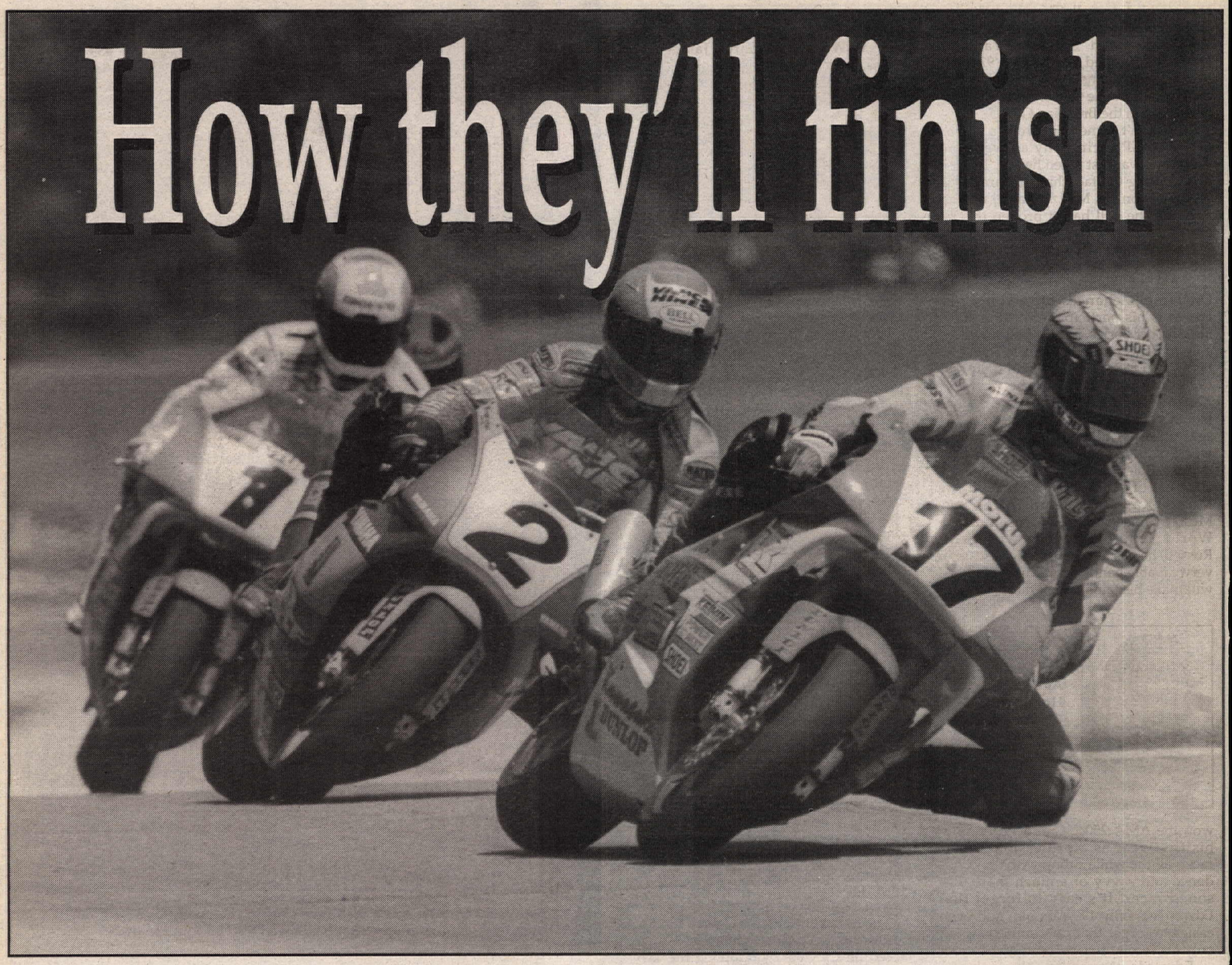
125 HEAT 2: 1. Jimmy Gaddis (Kaw); 2. Mickael Pichon (Hon); 3. Frederic Vialle (Kaw); 4. Mats Nelsson (Kaw); 5. Damon Huffman (Suz); 6. Pedro Gonzalez (Kaw); 7. Ray Crumb (Kaw); 8. Craig Canoy (Yam); 9. Spud Walters (Kaw); 10. Mike Chamberlain (Kaw); 11. Daniel Paladino (Kaw); 12. Sean Pagel (Suz); 13. David Castilloa (Suz); 14. Donald Upton (Yam); 15. Ryan Carlisle (Kaw); 16. Andy Grider (Suz); 17. Scott Myers (Kaw); 18. Greg Tirheimer (Suz); 19. Josh Boykin (Yam); 20. Cory Keeney (Kaw).
Time: 6:23.08

125 LCQ: 1. Chamberlain; 2. Mercier; 3. Goodman; 4. Metzger; 5. Upton; 6. Carlisle; 7. Pagel; 8. Hodges; 9. Keeney; 10. Paladino; 11. Moural; 12. Grider; 13. Huffman; 14. Myers; 15. Benner; 16. Tirheimer; 17. Hilton; 18. Castillo; 19. McCormick; 20. Parsons; 21. Boykin; 22. Chamberlain.
Time: 4:22.42

125 MAIN: 1. Mickael Pichon (Hon); 2. Jimmy Gaddis (Kaw); 3. Phil Lawrence (Suz); 4. Tom Clowers (Yam); 5. Lance Smail (Hon); 6. Grayson Goodman (Hon); 7. Mike Chamberlain (Kaw); 8. Vialle Frederic (Kaw); 9. Mats Nelsson (Kaw); 10. Cyril Porte (Hon); 11. Damon Huffman (Suz); 12. David Pingree (Suz); 13. Pedro Gonzalez (Kaw); 14. Dana Wiggins (Hon); 15. Craig Canoy (Yam); 16. Ray Crumb (Kaw); 17. Mike Metzger (Suz); 18. Tony Graves (Yam); 19. Billy Mercier (Kaw); 20. Spud Walters (Kaw); 21. Craig Decker (Kaw); 22. Shane Trittler (Suz).

125 WESTERN REGIONAL POINT STANDINGS: 1. Phil Lawrence (89/1 win); 2. Jimmy Gaddis (87/1); 3. Tom Clowers (61); 4. Lance Smail (55); 5. Damon Huffman (52/1); 6. Grayson Goodman (49); 7. Pedro Gonzalez (40); 8. David Pingree (34); 9. Mike Chamberlain (32); 10. Ray Crumb (29); 11. Tony Graves (212); 12. Craig Decker (16); 13. Jason Krempin (12); 14. Lowell Moural (9); 15. (TIE) Chaun McAlister/Mike Metzger (8); 17. (TIE) Cory Keeney/Shawn Morga/Dana Wiggins (7); 20. (TIE) Billy Whitley/Travis Hodges (6).

How they'll finish



By Paul Carruthers

Predicting the final outcome of any sporting event is tough. If it weren't, we'd all be rich. Buster Douglas knocking out Mike Tyson. Go figure. The New York Jets over the Baltimore Colts in Superbowl III. Only Joe Namath was bold enough to pick that one.

Last year, we went ahead and made predictions on how the 1992 AMA Superbike National Championship would unfold. And we didn't do too bad.

Just prior to last year's season-opening Daytona 200, we predicted that Scott Russell would emerge from the 1992 season as the Superbike National Champion. And he did just that. We also went on record as saying that Thomas Stevens would finish second in the title chase in his first year aboard the Muzzy Kawasaki. Right again.

From there, though, we dropped off a tad. Freddie Spencer was our pick to finish third, but the three-time World Champion slipped to finish seventh overall. Third place instead was taken by Doug Polen. The Texan really threw a monkey wrench in our picks by showing up at more AMA races than we had thought he would. Silly of us to think that winning a World Superbike crown would take up a little more of Polen's time.

Pascal Picotte was our choice for a fourth-place finish and we were only off by one as the French Canadian ended the season fifth. Camel Honda's Tom Kipp was picked to finish fifth, but he ended up sixth. Jamie James was the man who made us look our worst. We gave up on James a bit earlier than he did, and our pick for him to finish sixth was off the mark. Although James ended up fourth, he really deserved to finish much higher. Only a flat tire in the final round kept him out of the top three.

We chose Mike Smith to finish seventh on the Camel Honda last year, but he ended up ninth. Smith, too, would have made us look bad if he'd stayed healthy. If not for the broken leg he suffered at Loudon, a higher finish for him would have been a certainty. We were way off with our eighth pick last year, choosing Canadian Steve Crevier to finish in that spot. Instead, Crevier and his Two Brothers Racing Honda ended up 14th overall. Dave Sadowski was chosen to finish ninth, but he also slipped out of the top 10 with a 12th place finish in the title chase.

Again, Dale Quarterley placed himself in the top 10, finishing eighth in the '92 championship after we'd penciled him in for a 10th place finish. Tenth place instead went to Larry Schwarzbach, who we'd picked to finish just outside the top 10. Sadly, Schwarzbach was killed at Mid-Ohio.

So of the 10 men we chose to finish in the top 10, eight of them did. Our big claim to fame was picking the first two correctly.

This year things get even tougher. With defending National Champion Scott Russell and his Muzzy Kawasaki teammate for the '93 World Superbike Series scheduled to compete in at least the Phoenix and Daytona rounds, that makes 12 factory backed riders - the most since the days of factory Harley-Davidson, Triumph, BSA, Yamaha, Kawasaki and Suzuki in the early '70s.

Here's our 1993 forecast.

1.
Doug Polen
#23
Age: 32
Hometown:
Corinth, Texas

Not picking Doug Polen to win the AMA Superbike National Championship wouldn't be smart. The man doesn't make many mistakes, and you can bet on him finishing at or near the front in each of the 12 scheduled stops in the series. The two-time World Superbike Champion has decided not to defend his title, instead opting to try and win the championship that so far has escaped him - the AMA crown.

Polen will win races this year but, more importantly, he will finish second or third in the races he can't win. Not one to ride beyond his limit, Polen is intelligent enough to know when he doesn't have the right setup to win. In those situations he goes for the next best thing - points.

Polen also has the backing of Eraldo Ferracci and Ducati. Ferracci would like nothing more than to win an AMA Superbike crown and he knows this is his best shot at doing just that. Polen, Ferracci and Ducati make up a formidable combination. World Championships don't come easy, but this faction won two of them in a row. Enough said.

We feel Polen will score points in gobs at each and every race and that will allow him to add a National Championship to his already impressive resume.

2.
Miguel DuHamel
#17
Age: 25
Hometown:
Verdun, Quebec, Canada

Miguel DuHamel makes a welcome return to AMA racing for 1993. The man who won the Daytona 200 in 1991, finished second four times along the way and ended the

season third overall. Then he bolted to Europe with the lure of a 500cc Grand Prix ride with Sonauto Yamaha. DuHamel finished 12th in the '92 500cc World Championship, having his best outing late in the season when he finished fifth in the Brazilian GP.

You don't come back from a season of 500cc GP racing any slower, and DuHamel was fast when he left. There is no doubting the fact that DuHamel will win races on his Muzzy Kawasaki this year, but he still hasn't proven that he can finish each and every race along the way. And that's what it will take to win this title.

Another factor that may hurt DuHamel's chances for a superbike crown is his participation in the 600cc Supersport Series. While Polen will be able to concentrate his efforts solely on his Ducati 888, DuHamel will be forced to bounce back and forth between the ZX6 and the ZX750R Superbike. Things like this catch up with you during a long season, especially in the dog-eat-dog world of Supersport racing.

Like Polen, DuHamel will have the support of a very good team in the Muzzy Kawasaki camp. Although, Muzzy himself will be focused on the World Superbike crown with Scott Russell, he has left the American team in very capable hands - and Muzzy himself will make his fair share of races.

3.
Colin Edwards II
#45
Age: 19
Hometown:
Conroe, Texas

There seems to be no limit to Colin Edwards' learning curve. He went out and won the AMA 250cc Grand Prix title in his first year as a professional road racer, all the while riding with the confidence and savvy of a much more seasoned racer. It's easy to forget that Edwards is only 19 years old, and even easier to forget that he's embarking on only his second season as an AMA Pro.

Edwards, though, has the look of a champion. He seems to ride well within his limits, but unfortunately for the competition those limits don't seem to have any boundaries. His first year aboard the Vance & Hines Yamaha will be a learning process for the young Texan, but he has already shown how quickly he learns. He will also benefit greatly from the guidence of his older teammate Jamie James.

He'll also be aided by the entire Vance & Hines operation, yet another top-notch AMA Superbike team. Edwards will also be armed with Yamaha's newest 750cc motorcycle, the YZF750SP, to replace the somewhat dated FZR750R.

Whether or not he'll win a National this year remains to be seen. But don't bet against it. At season's end this kid will be in the top three in the championship. Edwards is going places fast, and this is just the next stop.

4.
Jamie James
#4
Age: 31
Hometown:
Prairieville, Louisiana

Again, Jamie James could easily make us look bad with this pick. We gave up on him too early last year, and he made us look silly. Only the flat tire at the final round in Texas World prevented James from making a run at second place in the championship. He won two races last year at Charlotte and Road America and he was Russell's biggest championship threat at season's end.

A pre-season hand injury suffered during tire testing at Daytona may have an effect on James early on, but we doubt it. The slow-talking man from Louisiana is tough. Plain and simple. He'll be there throughout the season, and much of his success will depend on just how good the new Yamaha will be.

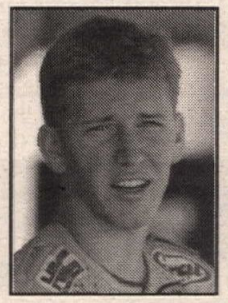
Colin Edwards couldn't have hand picked a better teammate than James. It's hard to find anyone on the National circuit with a bad word to say about James - and that may end up meaning more to him than the Superbike crown he won as a member of Yoshimura Suzuki back in 1989.

If he doesn't win races this year, he'll be close.

5.
Pascal Picotte
#34
Age: 23
Hometown:
Granby, Quebec, Canada

It's easy to get the feeling that once Pascal Picotte proves to himself that he can run at the front of a superbike race with any regularity, he'll be a man to be reckoned with. The French Canadian put his Fast By Ferracci Ducati on the winner's rostrum twice in 1992 with third place finishes in Texas and New Hampshire, and he ended the season as the fifth-ranked AMA Superbike rider.

Picotte should be well served by having Eraldo Ferracci at each and every AMA race, but it remains to be seen if he'll get the same treatment as Doug Polen. After all, this is still Polen's team. A fast start by Picotte at Phoenix and Daytona may be the key to the young Quebec resident's season.

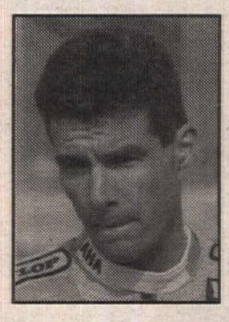


6.
Mike Smith
#68
Age: 26
Hometown:
San Diego, California

The success of Mike Smith relates directly to the magic touch of Camel Honda crew chief Ray Plumb. Can Plumb get anything more out of the oldest superbike in racing - the Honda RC30? Smith certainly hopes so.

Last year the Georgian native started the season with third place finishes at Daytona and Laguna Seca. He followed that with two sixth-place finishes at Charlotte and Texas World (where he crashed in the rain while chasing down eventual race winner Freddie Spencer). A non-finish at Brainerd was a sign of things to come as Smith suffered a badly broken leg in a 600cc Supersport crash at Loudon. The injury forced him to miss the following two races, but he showed that he hadn't lost much in his absence when he returned to finish fourth at Texas World.

Smith may still tend to push a little hard. The fact that he may have to push too hard on the dated Honda is the only reason we pick him to finish sixth. Again, it all depends on what Plumb can squeeze out of the RC30. Fortunately, for Smith, if anyone can get something from nothing that man is Ray Plumb.



7.
Thomas Stevens
#2
Age: 28
Hometown:
Sanibel Island, Florida

This is another pick that could come back to haunt us. Thomas Stevens always seems to be somewhere near the front, and that has resulted in a National Championship in 1991 and a runner-up finish in '92.

A tire failure at Road America slowed Stevens when he was at his best, and he may have ended up getting the best of the battle between James, Russell and Spencer, but we'll never know. Stevens scored in each and every round last year with the exception of Texas World when he crashed in the rain.

This year, Stevens jumps to his third team in as many years. Money, the lure of being the number one rider, and the new water-cooled Suzuki GSXR750 wooed Stevens over to Yoshimura Suzuki this year. Last year he wasn't himself as the number two rider behind Russell on the Muzzy Kawasaki team. He didn't seem to fit in and it showed. Still, he didn't give up and he turned around what seemed like the makings of a dismal season.

If the new Suzuki is up to par, Stevens could be as consistent as ever. But a new team, a new motorcycle and a young, aggressive teammate may be enough to keep Stevens out of the top five. We'd like nothing more than for him to prove us wrong.

8.
Tom Kipp
#16
Age: 24
Hometown:
Mentor, Ohio

It took Tom Kipp nearly a full season to get accustomed to his new surroundings at Camel Honda. More importantly, it took nearly a full season for him to get the Honda RC30 to feel like his old Yamaha. The majority of the season was somewhat of a struggle for Kipp, but he turned it around at his home track of Mid-Ohio, finishing third for his best result of the season.

Mike Smith's early season success didn't help matters for Kipp, and he seemed to prosper only after Smith suffered his broken leg. Still, the Ohioan managed to take control of the 600cc Supersport Series and that made him a popular man with both Honda and Camel. Riding for such a high profile team adds to the pressure of getting high profile results.

If the superbike season starts slowly for Kipp, we wouldn't be surprised to see him turn his main focus to retaining that 600cc Supersport crown. If he gets his superbike confidence back early on, he can run near the front and finish much higher than we've predicted.

9.
Donald Jacks
#59
Age: 22
Hometown:
St. Cloud, Florida

Donald Jacks comes to the AMA Superbike Championship as the WERA Formula USA Champion. That won't carry a lot of weight with his new competition, so Jacks will have to prove himself all over again. Most people have forgotten the fact that Jacks finished fourth in the '89 AMA Championship as a 19-year-old, so that won't do him much good either.

Jacks, though, could end up being a big surprise. He'll begin the season as the number two rider in the Yoshimura Suzuki team, riding the new Suzuki GSXR750 alongside Thomas Stevens. Having Stevens on the team should take a lot of the pressure off and Jacks should be able to take his time in his return to AMA racing. Don't be too surprised, though, if Jacks makes an impact early on. He has proven that he can win a championship and he should come into the season full of confidence.

Again, the competitiveness of the new Suzuki will have a big effect on what both Jacks and Stevens are able to accomplish. Fortunately, they both have the experienced crew at Yoshimura behind them.

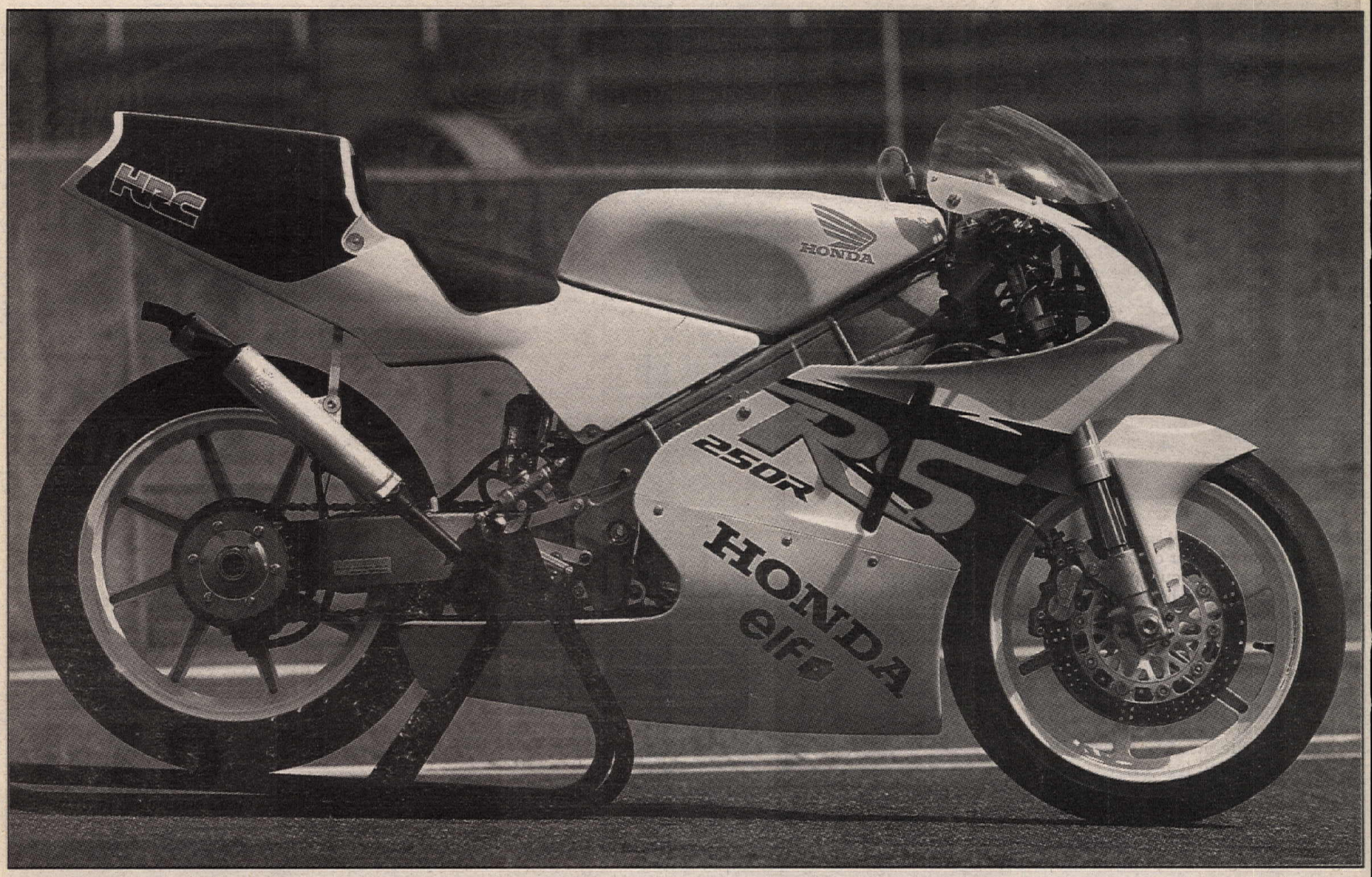
10.
Dale Quarterley
#32
Age: 32
Hometown:
Rockland, Massachusetts

Last year we said that Dale Quarterley would finish 10th, and he ended up eighth. This year we say he'll finish 10th, only because he still won't have the factory assistence necessary to compete week in and week out with those who do have that support.

Quarterley matched his career-best finish when he splashed his way to a second-place finish behind Spencer in the rain at Texas World Speedway. Although that was his only visit to the winner's rostrum last year, he stayed fairly consistent throughout and there was little doubt that he remained the best privateer in superbike racing.

This year he will have the support of road racing fans, thanks to a program set up by the monthly tabloid American Roadracing. Anything Quarterley gets, he deserves. The veteran has been around forever and he seems to only get better. He's still the best rider to not have factory support, but that will prevent him from finishing any higher than 10th.

And the rest: Scott Russell could easily finish in the top 10. It only depends on how many AMA races the Georgian turned Californian will contest. When he's here he will score points in large chunks and three of those high finishing races could move him into the top 10. The big question mark is Takahiro Sohwa, Rob Muzzy's Japanese recruit for his AMA-based superbike team. Sohwa qualified on the front row for last year's Daytona 200 and ran near the front before crashing. It's difficult for us to know just how tough Sohwa will be, and for that reason alone he could be the biggest crimp in our predictions. CN



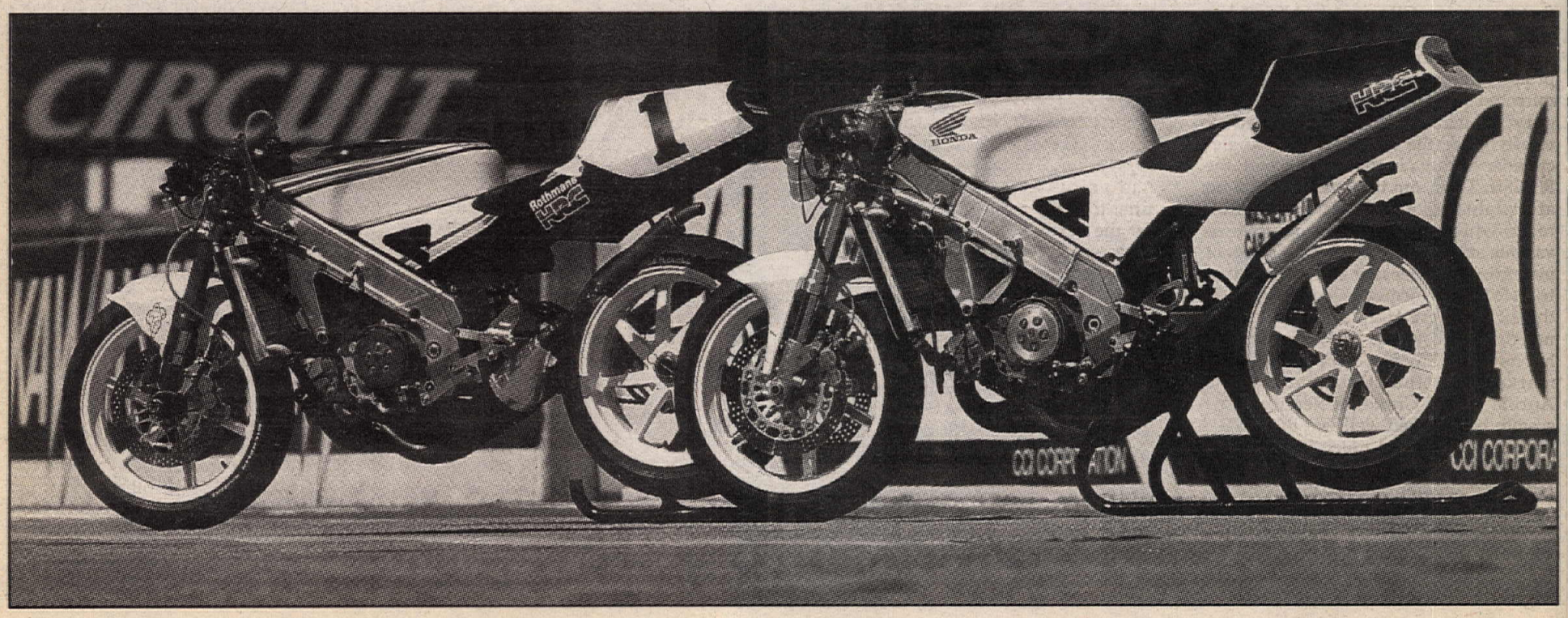
The 1993 Honda RS250R is based on the NSR250 that Italian Luca Cadalora rode to victory in the 1992 250cc World Championship.

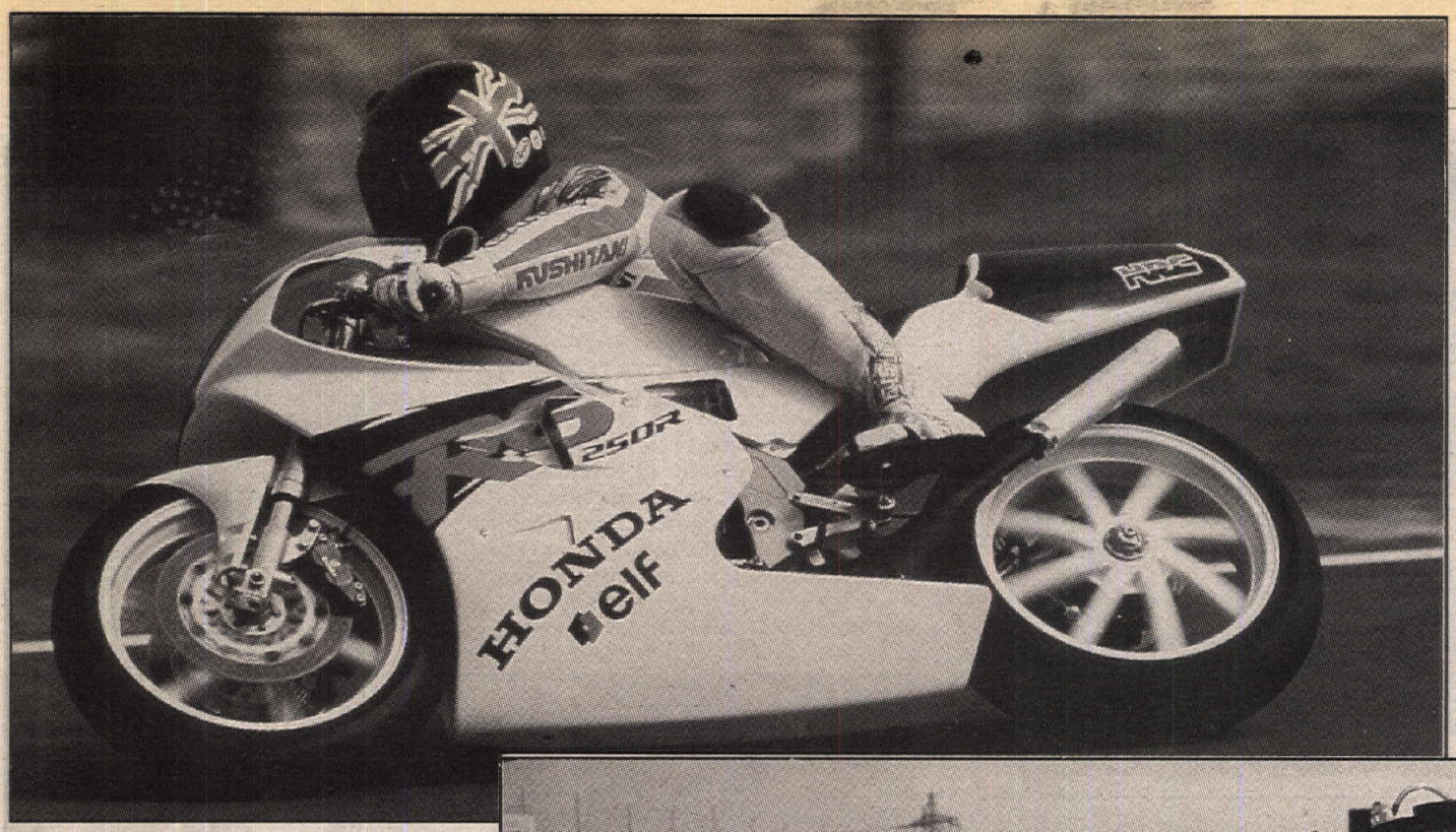
Just like Luca's?

By Alan Cathcart
Photos by Patrick Gosling

"Of course, Alan-san, it is important that today you could test our NSR250 Honda that Mr. Luca Cadalora won the World Championship with this season," said Yoichi Oguma intently as I moved my kit bag out of the way of the scrum of people pushing past to catch the 5:55 Shinkansen to Tokyo. "But please understand, your opinion of our '93 RS250R machine is even more important for

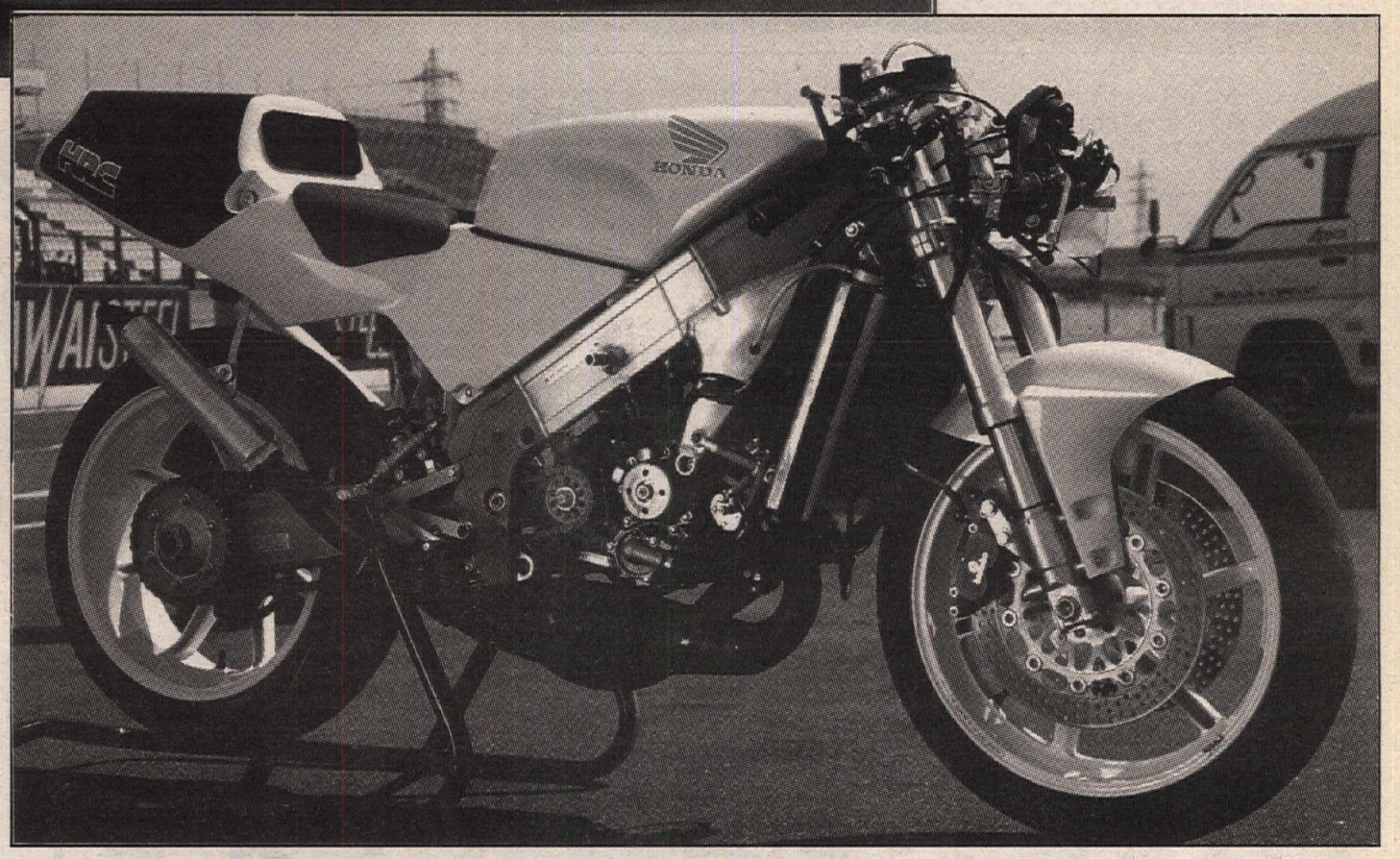
The RS250R (right) is a very close facsimile of the Rothmans Honda NSR250 (left) that Cadalora campaigned. The RS250R will be available to customers in 1993, unlike the NSR.





the limit of its potential - we could not continue to increase engine performance without risking unreliability. But we also wished to be able to build production versions of our works GP bike in much greater numbers for our customers than was possible before, to allow them to benefit more closely from our works team racing activities. Please tell your readers if you think we have succeeded!"

Well, er - yes, there's no doubt they have, as a look at the '93 RS250R's spec sheet will confirm, quite apart from an on-track comparison with Cadalora's World Champion NSR from which it's so closely derived. Just like Luca's? No of course not, but close enough to represent an extremely serious contender for the privateer dollar, at a price substantially below that of the '93



(Top) Alan Cathcart puts the RS250R though its paces at the Suzuka Circuit. (Above) The engine sits in an aluminum twin-spar frame.

HRC, because this model and the others we manufacture for our customers are the real foundation of our existence. If our customers are not happy with the RS production race bikes we offer, we cannot justify HRC's activities. Of course, it is our ambition to win Grand Prix races, to win World Championships, but if we do not win the support of our custmers, HRC has failed in our main purpose. So please go to your office and write many pages about RS250R Honda and just a few about NSR World Champion!"

As always when talking to Oguma-san, there's a serious purpose behind the HRC boss' smiles, and it wasn't hard to get the message, even standing in the middle of a crowded underpass in Nagoya railway station, where fate had caused us to meet while travelling in opposite directions- I back to the Narita airport ready to fly home after a long but fruitful test day at the Suzuka circuit, Oguma on his way to the track after a day of meetings in HRC's headquarters. Honda has made a major change of policy in developing the 1993 250cc class production road racer, and as proof I'd just spent the day riding the result in back-to-back tests with Cadalora's title-winning NSR. The bottom line after doing so is that the '93 RS250R is by some distance the closest Honda has come in the past decade to replicating their works GP racer for a given class for sale over the counter: not since the first series of RS500 three-cylinder replicas back in 1983 of their first two-stroke GP racer, the NS500, has such been the case.

Hitherto, Honda's policy in building production racers for the 250cc class has mirrored their efforts in the 125cc category, which they have dominated so totally since the advent of the single-cylinder formula in the mid-80s with the RS125R. Their aim has been to build an affordable bike targeted at the club racer, which can then be upgraded in various stages to GP level via a series of increasingly expensive add-on kits that transform performance. In the case of the 125s, where Honda not only does not run a full works NSR125, but also has not faced any real competition in the marketplace until the advent of the Aprilia AF125 Gramigni Replicas, this system has worked well, but in the 250s it's not only proved much less successful, it's also led to real headaches which HRC management admit they've been eager to resolve for some time.

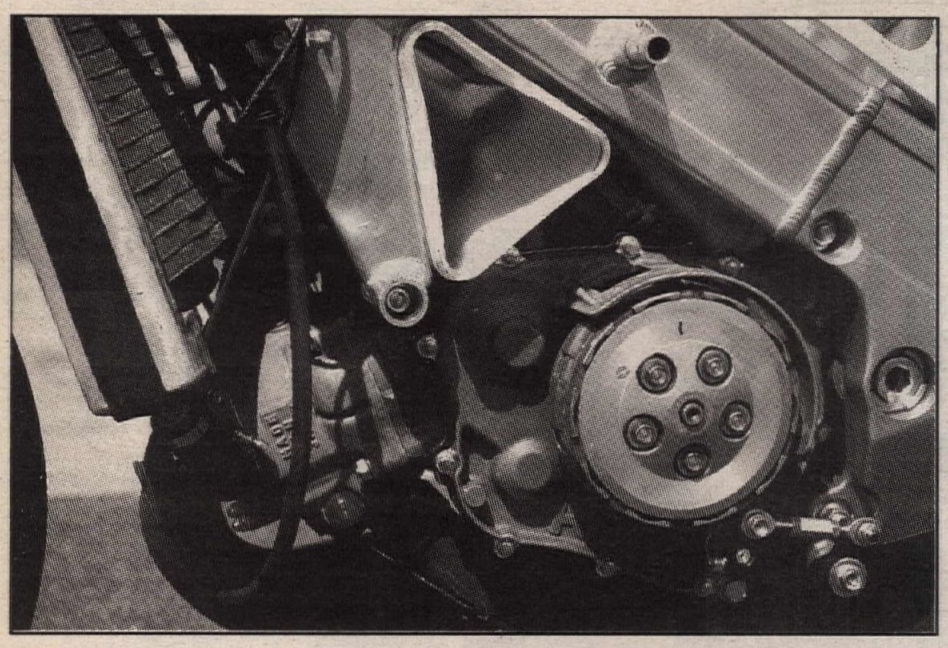
The problem can basically be summed up in one word: Aprilia. The Italian company may only recently have begun to loosen Honda's lock on the 250cc World Championship title, but it's been a different story in the marketplace where their AF1 250 production racers have been the preferred tackle for serious privateers ever since the advent of the first Reggiani replica tandem-twin Rotax-powered AF1 250 back in 1988. This has been reflected not only in the way Aprilia-mounted riders have packed the second half of the 250cc GP grids ever since (only five real privateers scored World Championship points in 1992, four of them on the Italian bikes), but also by the uninterrupted five-year lock Aprilia riders have had on the European Championship title, traditionally the breeding ground for the next generation of GP stars. The only reason Aprilia's domination hasn't extended further afield to the U.S.A. and even Japan itself is because almost all the 50 or so bikes the Italian factory makes each winter for customer sale are eagerly snapped up by European-based riders, who also appreciate the well-organized service backup Aprilia provides at each major race.

The reason for this supremacy isn't hard to find: each year's Aprilia production racer is effectively a close copy of the previous season's works 250 GP bike, with relatively little compromise or attempt to cut down on costs. Yamaha, who for so long monopolized the 250cc privateer ranks, evidently decided some time ago not to try to counter the Aprilia threat to the top end of that market, and has continued to build and sell their TZ250 in much larger numbers at a much lower price to club and national-level racers. But Honda, whose RS250R customer bike has never enjoyed the same level of customer popularity as the Yamaha, felt they had to respond, especially in a bid to get more up-and-coming riders mounted on Hondas as they climbed the Grand Prix totem pole.

The result has been the ailment known as HRC headache, whose symptoms have been a profusion of different performance levels for 250 Honda GP bikes, thanks to a series of HRC kits. Last season, apart from the NSR works bikes, there were the RS SPL SPL, the RS SPL and the standard RS. "Honda's experience is that offering such a big range of kits has only created dissatisfaction, because those who cannot secure the next level of kit, or even a works NSR racer, complain to us at HRC," explained Oguma-san during our impromptu discussion between trains. "This was an important reason for us to adopt a completely new design for the 250cc class this year. Our intention at HRC was, firstly, to allow superior engine development which was not possible with the existing 90-degree V-twin motor because it was at RSV250R Aprilia not only overseas but in Japan where 300 out of the 400 '93 model RS250Rs to be built will end up, leaving just 100 for the rest of the world. The Aprilia's cost does include a slightly bigger spares kit than the Honda, as well as a huge selection of alternative gearbox ratios that are optional with the Honda. Even allowing for this, you could buy almost five Hondas for the price of one Aprilia, a huge gulf that is bound to prove tempting to many teams, while raising the nagging suspicion that Honda can't really have transposed much of the performance from Cadalora's NSR into the RS if they're selling it at so low a price.

Think again: what's at work here are two different commercial philosophies, each reflecting the very different nature of the companies that build the bikes. Aprilia will sell you a bike that you could take straight from their factory to the first GP of the year in Australia and be right on the pace with, as delivered. Honda has a different approach: while effectively reducing their lineup of 250cc racers to what are effectively two NSRs - one a works bike, the other a customer spin-off - they've also tried to prevent pricing the RS out of the range of their lowlier customers by offering a relatively inexpensive base model, which more serious teams can throw money at to

TEST Honda RS250R



The reed-valve inducted engine feeds from two 38mm Keihin carburetors.

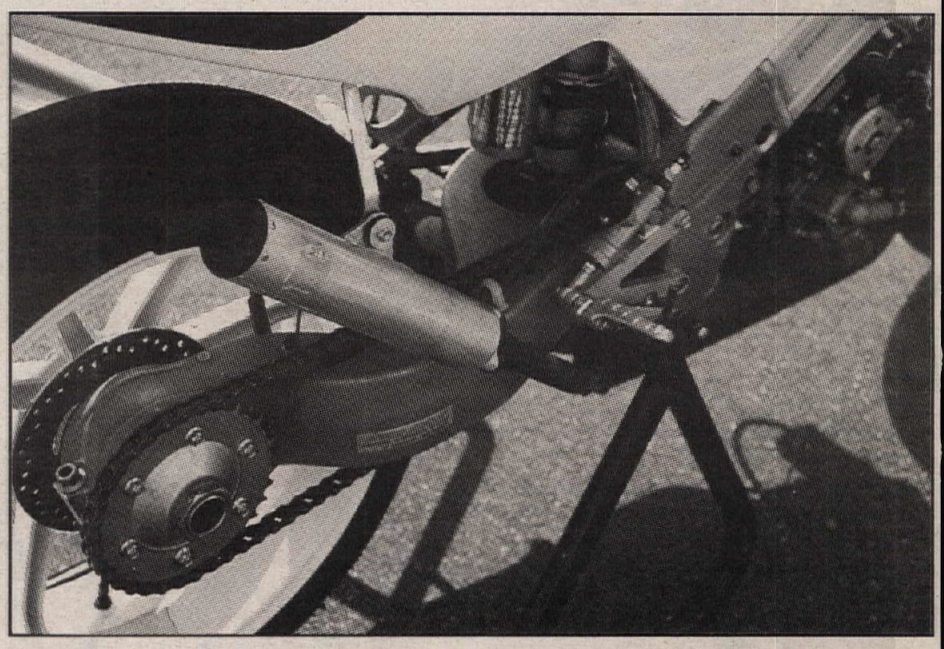
make it GP-competitive, especially in terms of weight. Carbon fiber bodywork to replace the stock fiberglass would surely help trim the RS's weight down from the 226 lb. it scales half-dry as delivered, not to mention carbon brakes to replace at least one of the 296mm front Brembos fitted as standard in what is not only a coup for the Italian company (it's the first time non-Japanese brakes have been fitted as stock to a Honda production racer), but also an indication of HRC's emphasis on upgrading the basic specification. A bit of titanium here, a magnesium casting there, and it should surely be possible to get down close to the 209 lb. class minimum, even though the RS chassis is certainly heavier than the NSR's whose geometry it basically duplicates, but with a hollow alloy casting for the steering head instead of the NSR's fabrication, and a meatier casting for the rear engine mount/swingarm pivot than on the NSR, as a result of which the twin aluminium extrusions comprising the chassis spars are much shorter. But the cast alloy single-sided swingarm is identical to the NSR's, as are the HRC wheels which are available in a wide range of sizes to suit any race tire. Though the 41mm Showa upside down forks fitted are externally similar to the NSR's, they're not so trick, nor is the rear shock - quite apart from the fact that it has only a steel, not titanium, spring! Wealthier teams will surely budget on replacing the suspension. But there's not a lot else you'd need or want to do, making the Honda still a very cost effective buy for any team - if it performs.

And it does. Riding the two bikes back to back was revealing, because to be honest, I never expected the RS would be so close to the NSR in performance. While the fact that the RS in its standard, as-delivered, form fitted me better and was set up more to my tastes than Cadalora's close-coupled NSR, which has a very cramped riding position with the seat moved forward to load up the front wheel with the rider's body weight, is obviously a factor, the fact that I was only two seconds a lap slower on the RS than on the NSR round a power circuit like Suzuka is a mark of the customer bike's ability. For a start, it carbureted much better low down than the NSR, which was a pig to get out of the walking-pace Suzuka chicane, mainly because it seems that Honda has sacrificed power low down on it in order to dial in more up high - the engine doesn't really take off till the flap-type exhaust-valve is wide open at just over 10,000 rpm. The RS is more tractable lower down, carbureting cleanly as low as 7000 rpm, but has a more linear power delivery without the sudden rush of engine acceleration once you get to five-figure mode.It does obviously make less power than the NSR - 85 bhp at 12,250 rpm at the gearbox, says Honda, compared to 'over 90 bhp' (believed to be 92 bhp at 12,750 rpm) for the NSR, but there's a wider spread of power throughout the usable powerband which meant the bike was not only nicer but I believe also faster through the series of bends climbing the hill behind the Suzuka pits, where flexibility and throttle response are all-important. Only in a straight line with the power wound on hard and the engine screaming right at the limit of the powerband did the NSR feel appreciably faster - and then by not a lot. And though the RS peaks 500 rpm earlier than the works bike, it actually has rare usable overrev in relation to peak power than the NSR, which struggles to reach the 13,500 rpm mark, whereas the RS revved quite cheerfully over 13,000 before suddenly running out of revs.

Given that Honda have apparently transposed a lot of the NSR's engine specification into the RS, this isn't so surprising. As is now well-known, Honda's new 250 engine is a 75-degree V-twin fitted with a balance shaft to offset vibration, and HRC has basically used the same molds as on the NSR to produce the RS's sandcast crankcases, which should not only be better made and thus deliver more power than the previous RS die-cast cases, but also last longer. Perhaps this means certain RS-equipped GP teams will no longer have to have their own superior-quality crank-cases cast up to replace the stock Honda ones, complete with HRC logo! The '93 RS also incorporates the same cylinder design as the '92 NSR, including the port specification, as well as the same balance shaft, RC-valve exhaust valve, reed valve box and exhaust pipes, and the crankshaft of the 54 x 54.5mm engine is the same basic design, only inevitably not produced to the same hyper-costly level as the works racers. It's a close replica of Cadalora's title-winning engine, which also has one key advantage: being a brand new design, it's at the start of its development cycle, and Honda will surely achieve their aim of 100 bhp from a works 250cc engine within a fairly short time, with commensurate spinoff benefit for their privateers.

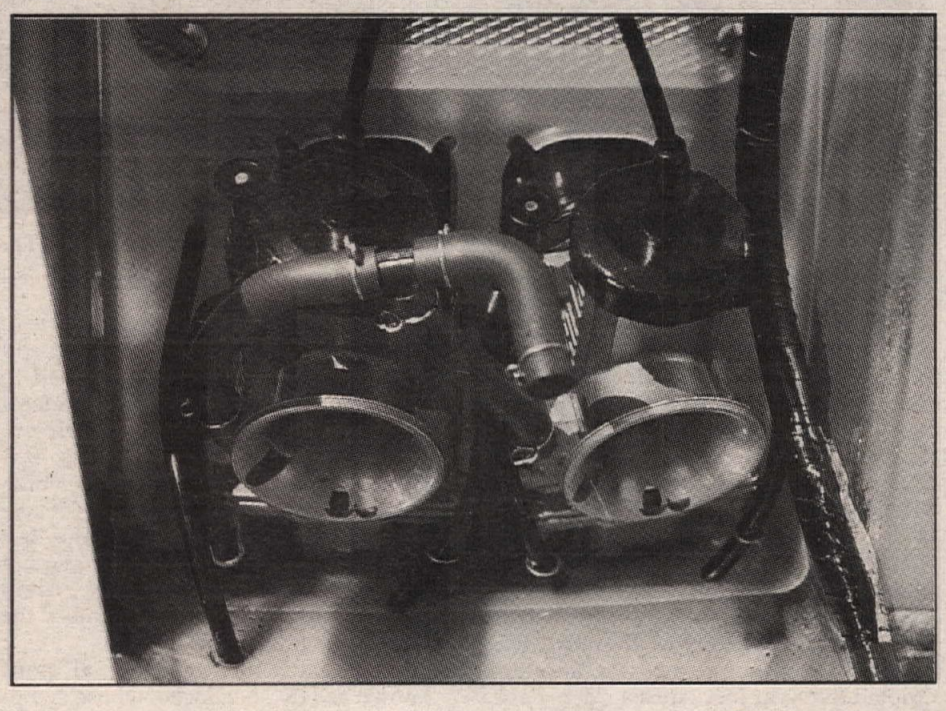
Winning the World Championship 250cc title with their 75-degree V-twin motor in its first year of competition was a bonus that perhaps even Honda dared not to hope for! But they did, and now their customers are able to reap the benefit of that success, with the new RS250R that is already in production. In an apparent contradiction of their stated policy, Honda will be supplying power-up kits to just three selected privateers in the 1993 GP season - Spaniard Luis D'Antin, Gabi Debbia from Italy, and Adrian Bosshard from Switzerland. But these power-up kits will not deliver a lot more power than the basic RS, says HRC, because the gap between the RS and NSR has narrowed so considerably compared to the past.

Time will tell whether the '93 GP season will prove that Honda's decision to take a leaf out of Aprilia's book and replicate their previous season's works racer for sale to customers will pay off, but as Oguma-san reminded me in the middle of a crowded railway station while waiting for my bullet train to Tokyo, it really has to: HRC's continued existence in its present form partly depends on it. With those sort of stakes it's unlikely the men from Suzuka will leave very much to chance: hmmm - only question is, how long can Yamaha afford to ignore this turnabout in policy by their greatest rival? CN



The chassis features a cast alloy single-sided swingarm and a single Showa shock.

Honda's 75-degree, single-crankshaft V-twin two-stroke is the heart of the RS250R.



Specification

'93 Honda RS250R

Engine: Watercooled single-crankshaft 75-degree V-twin crankcase reed-valve two-stroke, with gear-driven balance shaft and electronic exhaust RC-valve
Dimensions: 54 x 54.5 mm
Capacity: 249cc
Output (claimed): 85 bhp at 12,250 rpm
Max. torque (claimed): 5.01 mkg/m at 12,000 rpm
Carburetion: 2 x 38mm Keihin PJ
Ignition: Digital CDI
Gearbox: 6-speed extractable
Clutch: Multiplate dry
Chassis: Extruded aluminium twin spars welded to cast alloy steering head/upper frame spars and rear engine mount/swingarm pivot
Suspension Front: 41mm Showa inverted telescopic forks
Suspension Rear: Cast alloy single-sided swingarm with Pro-Link rising-rate linkage and single Showa shock
Head angle: 22.5 degrees
Trail: Adjustable
Wheelbase: 1340mm
Weight distribution: Not available
Weight: 226 lb. with oil/water, no fuel
Brakes Front: 2 x 296mm Brembo steel discs with four-piston Brembo caliper
Brakes Rear: 1 x 198mm HRC steel disc with two-piston HRC caliper
Wheels Front: 3.75-17 HRC six-spoke (3.50-17 also available as option)
Wheels Rear: 5.50-17 HRC single-sided six-spoke (4.50-18, 4.75-18, 5.00-17, 5.25-17, 5.75-17 and 6.00-17 also available as options)

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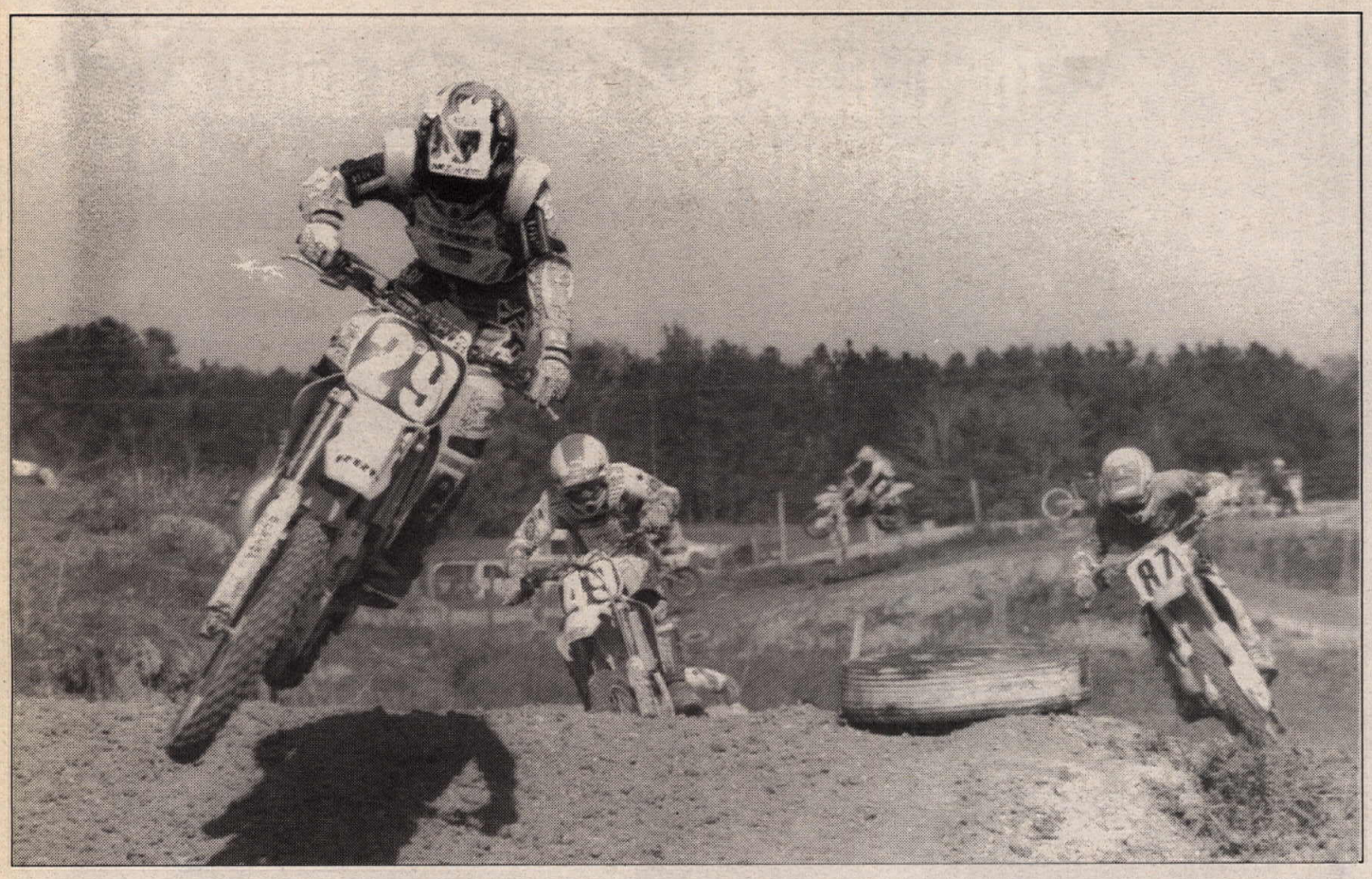
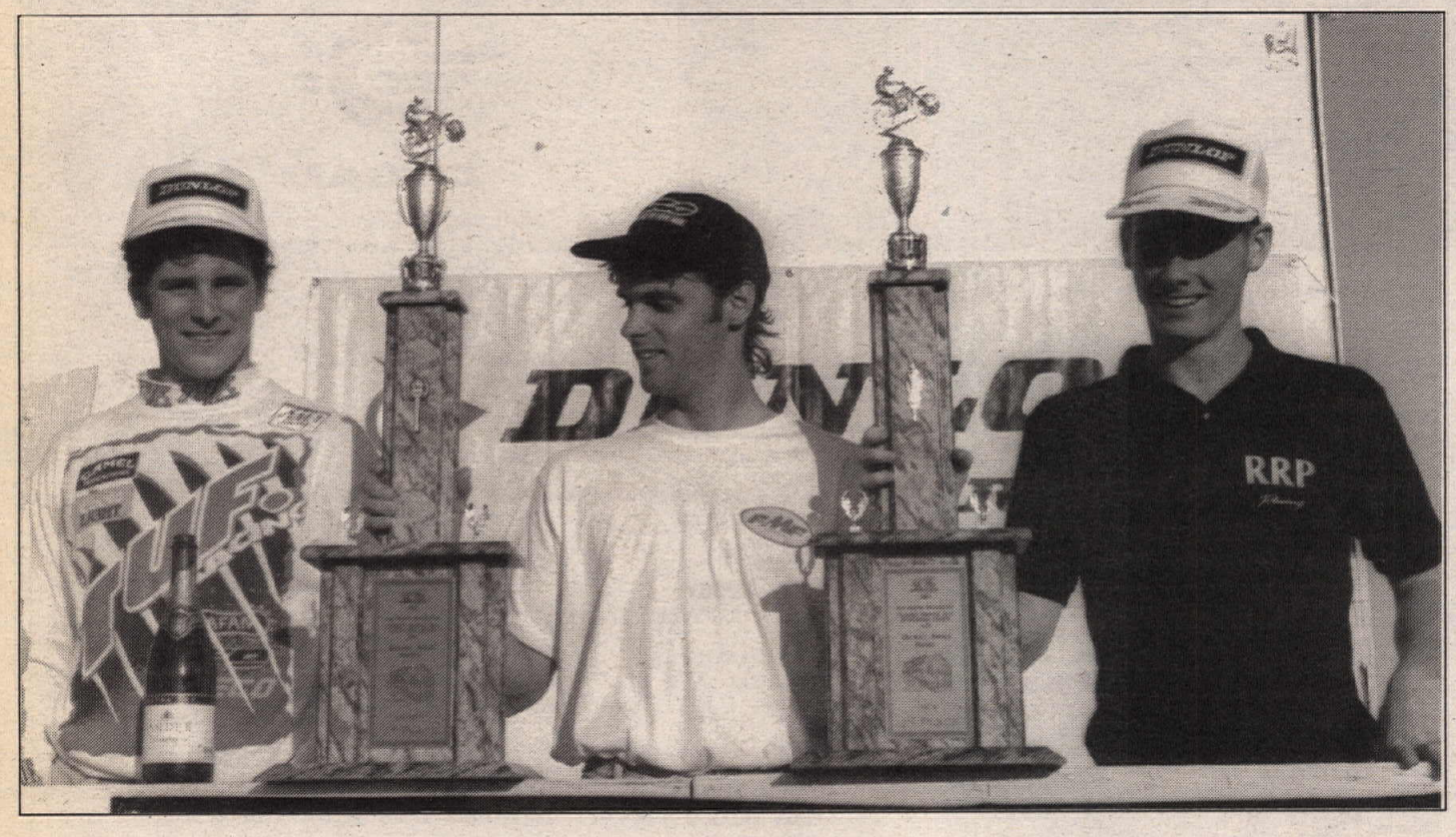
MOTOCROSS Florida Winter AMA MX Series: Final round



Tim Ferry (29) held off Jeff Dement (49) and Billy Schlagg (87) to win the 125cc Pro class. Ferry was the runner-up in the 250cc division.

(Left to right) Jeff Curry, Brian McElroy and Tim Ferry collected their trophies after the race. Curry and Ferry earned titles in the 125 and 250cc Pro classes, respectively, while McElroy was the day's overall winner in the 250cc division.



Curry, Ferry crowned at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 30-31

Kawasaki riders Jeff Curry and Timmy Ferry were crowned series champions in the 125 and 250cc Pro classes, respectively, at the final round of the Florida Winter AMA MX Series at Gatorback Cycle Park.

The day's Pro class battles went to Ferry and Yamaha-mounted Brian McElroy, while former National MX Champion Johnny O'Mara made his first East Coast appearance since coming out of retirement. O'Mara, who will be contesting the National 125cc MX Series for Honda of Troy, borrowed a bike from Tri City Honda to get in some training for the approaching season. Other big names present included Downers Grove Yamaha 125cc team riders Jeff Dement and Chad Pederson.

Ferry, who won both motos in the 125cc Pro division, was upset by McElroy in the 250cc class.

"I really trained hard this week, and it paid off in three motos," said the RRP/Yamaha/Fox/Boyesen/Dunlop/Bell/EK/Renthal/Sunoco/Scott/Pro Pad/Ohlins/Sidi/No Limit-backed Ferry. "I caught Brian in the closing laps (of the final 250 moto), but didn't have enough energy to pass."

"I was fortunate to be able to watch Ferry's lines from the sidelines during his last 125 moto," added McElroy, "and I used them to my advantage to win the final race."

Tuf/Dunlop/Scott/Renthal-sponsored Curry rode his Kawasaki to a very conservative 11th overall in the 125cc Pro class, but had amassed enough points in the previous three tough sand races to earn his first-ever Winter AMA Pro title.

"I just didn't get clean starts today, so I rode conservatively and took my time, and didn't jeopardize the championship," explained Curry.

Jim Neese set the pace for the first 125cc Pro moto during the first nine laps. Kenny Yoho, Greg Rand, Chad Lough and Mike Brown held the top five spots while Ferry, Dement and Scott Sheak moved up from midpack starts.

Ferry moved up to challenge Yoho for second place, and both riders went down when Ferry made contact on a pass attempt. Brown took advantage of the situation to move by into the second spot, but Ferry remounted and passed him back. Ferry then started to chase down the leading Neese, who was suffering from arm pump. Ferry snuck by, and the moto ended with Ferry in first, followed by Neese, Yoho, Sheak and Brown. O'Mara finished seventh, and Dement faded to 20th with a flat tire.

I felt really confident in the lead," said Neese. "I wasn't that tired, but my arms just wouldn't hold onto the bars and I had to let Ferry go."

Yoho, Damien Plotts and Pederson fought for the lead in the first turn of the second moto, with Yoho securing the front spot. Ferry moved up fast, grabbing the lead position on the first circuit. Once in front Ferry cruised to the win, though runner-up Pederson didn't allow him much room for relaxing.

"Pederson was back there," said Ferry after the moto. "I wanted to back off and save myself for the 250, but I had to hold a fast pace to win."

Plotts finished in third, holding off a late-race challenge by O'Mara, who crossed the line in fourth place. Ferry's perfect sweep gave him the overall win, and Neese, who finished sixth in moto two, was second overall. Sheak combined 4-5 scores for third overall, and Plotts and O'Mara rounded out the top five.

"I got two bad starts, but moved up well and was turning the same lap times as the leaders," said O'Mara.

The first 250cc Pro moto belonged to Sheak, as the New England rider led from start to finish. Neese and McElroy tangled while dicing for second, with both riders going down hard. Front-runners Vince DeVane, Jeff Curry, McElroy and Kevin Crine were picked off one at a time by a slow-starting Ferry, who took over second position on the eighth lap. Once there, Ferry chose to back off and save his energy rather than attempt to chase down Sheak. Crine was third, followed by McElroy and Carl Vaillancourt.

Moto two again saw Sheak at the point with Fred Andrews, McElroy, Ferry, Vaillancourt, Frenchman Gerome Belval and Ross Pederson in the hunt. A tight four-way battle for the lead ensued between Sheak, Andrews, McElroy and Ferry. The foursome were equally matched, and they all seemed to be playing a waiting game.

McElroy made his move on Andrews in a tight right-hander, moving into second and towing Ferry along into third.

WKR/Pro Action/Dunlop/FMF/AXO/Maxima/Scott/Renthal/Yamaha of Shelby-backed McElroy then pushed past Sheak on a high-speed downhill left-hander to take over the lead. Ferry soon followed him into second, and began closing on McElroy. Ferry knew that he had to pass McElroy to earn the overall win, and he would challenge for the lead, but McElroy would counter with a burst of speed. The crowd was on its feet cheering the riders as they fought over the front spot, and McElroy held on for the win and the overall. Sheak, Andrews and

Vaillancourt rounded out the top five in the moto.

"McElroy really earned it today," said Andrews. "He rode strong in both motos."

In Vet Pro action, Ricky Palmer paced moto one, and Alan Andreau led moto two, but wiley series dominator Pederson passed for the lead both times out to post a perfect 1-1 moto tally.

"Palmer and Anderson are great starters," said Pederson, who also won the +25 A class. "They never gave up out there, and made me work hard for the win."

Kevin Foley came into the round with a healthy 20-point lead in the +25 A division, but his advantage vanished in moto one when he fell hard and dropped out. Foley came back in moto two and finished third, good enough to salvage his title.

Pederson and Foley each had a shot at the +30 title, and they battled behind winner Palmer, with Pederson securing the title on tie-breaker scores.

While Gary Semics cruised to a pair of wins in the +35 A class, Don Grahn used a pair of second-place finishes to earn the series title. Bart Lucas, who finished third in the series, crashed during practice and suffered a torn liver and broken ribs. He was presented with his trophy in his hospital bed.

Kevin Windham was the only rider to score three wins, riding to victory in the 125cc B, 250cc B and 125cc (12-15) classes. Windham's Team Green cohort Ricky Carmichael aced both the 85cc (12-13) and Super Mini divisions.

Neese had already clinched the 125cc A title, which was fortunate for him as his KX125 lost its coil and left him with a DNF. Sheak took advantage to romp to a four-moto sweep in the 125 and 250cc A classes.

"Things just worked great this weekend," said the Team Green Kawasaki/Pro Circuit/Fox/Scott/Renthal/Bell/Pro Art/Dunlop/100%-supported Sheak. "I feel ready for the Nationals."

Bubba Stewart won both motos of the Pee Wee class over William Kyle to sew up the championship in that division.

Aaron Lindsey topped the 65cc (7-11) division while Matt Walker won the 85cc (7-11) class, though Travis Pastrana beat him in the first moto.

Cindy Cole finished off her perfect series with yet another two-moto sweep in the Women's division.

In a tight 16-24 class title chase, Matt Maximoff and Ray Mitchell battled to the end. Mitchell rode to a pair of second-place finishes behind Paul Currie, while Maximoff got boxed off out of the gate in both motos, and Mitchell earned the win. CN

Robbie Horton (38) led Scott Pinson (841) and two-class winner Ricky Carmichael (167) through the first turn.

Results

P/W: 1. Bubba Stewart (Yam); 2. Brian Gray (Yam); 3. Jason Wood (Yam); 4. Tad Nondell (Itj); 5. Kyle Willilam (Yam).

65 (7-11): 1. Aaron Lindsey (Kaw); 2. Tyson Hadsell (Kaw); 3. Scott Perry (Kaw); 4. Joshua Faustino (Kaw); 5. Bubba Stewart (Kaw).

85 (7-11): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Travis Pastrana (Suz); 4. Joey LeBlane (Kaw); 5. Josh Scott (Kaw).

85 (12-13): 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Shae Bentley (Kaw); 4. Daren McElhattan (Hon); 5. Jason Thomas (Kaw).

85 (14-15): 1. Jarrett Tipping (Suz); 2. Travis Langston (Suz); 3. Mack Perry (Hon); 4. Scott Pinson (Suz); 5. Billy Wood (Yam).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Suz); 3. Ricky Horton (Kaw); 4. Scott Pinson (Suz); 5. Shae Bentley (Kaw).

125 YTH: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Jarrett Tipping (Suz); 4. J.D. Collins (Kaw); 5. Joshua Sweat (Kaw).

125 C: 1. James Scarborough (Suz); 2. Jason Dodds (Hon); 3. Mike Decker (Kaw); 4. Jerry Knowles (Suz); 5. Lee Burgess (Kaw).

125 B: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Eddie Ray (Kaw); 4. Paul Currie (Kaw); 5. Richie Horton (Kaw).

125 A: 1. Scott Sheak (Kaw); 2. Greg Rand (Suz); 3. Kenny Yoho (Suz); 4. Joel Dengler (Kaw); 5. Damion Plotts (Suz).

125 PRO: 1. Tim Ferry (Yam); 2. Jim Neese (Kaw); 3. Scott Sheak (Kaw); 4. Damien Plotts (Suz); 5. Johnny O'Mara (Hon).

250 C: 1. Edward Gardner (Yam); 2. Tim Stokes (Yam); 3. Steve Dumond (Suz); 4. Joseph Silcox (Suz); 5. Jimbo Hayes (Hon).

250 B: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Richie Horton (Kaw); 4. Ray Mitchell (Hon); 5. John Fesler (Suz).

250 A: 1. Scott Sheak (Kaw); 2. Vince DeVane (Yam); 3. Jim Neese (Kaw); 4. Damien Plotts (Suz); 5. Greg Rand (Suz).

250 PRO: 1. Brian McElroy (Yam); 2. Tim Ferry (Yam); 3. Scott Sheak (Kaw); 4. Carl Vaillancourt (Suz); 5. Fred Andrews (Yam).

500 NOV: 1. Michael Anedeo (Hon); 2. Chris Shortridge (Hon); 3. Wayne Eller (Hon); 4. Danny Haynes (Mai); 5. Robert Farnell (KTM).

16-24: 1. Paul Currie (Kaw); 2. Ray Mitchell (Hon); 3. Danny Haynes (Kaw); 4. Matt Maximoff (Suz); 5. Jason Sybert (Kaw).

+25 B: 1. Wallace Fincher (Kaw); 2. Tim Stokes (Yam) 3. Rodney Reber (Yam); 4. Chris Shortridge (Hon); 5. Timothy Logan (Yam).

+25 A: 1. Ross Pederson (Suz); 2. Fred Andrews (Yam); 3. Earl May (Yam); 4. Gary Semics (Hon); 5. David Beatty (Suz).

+30 B/C: 1. David Ellis (Hon); 2. Tim Stokes (Yam); 3. Mike Edwards (Kaw); 4. Timothy Lozan (Yam); 5. David Wagner (Yam).

+30 A: 1. Ricky Palmer (Yam); 2. Ross Pederson (Suz); 3. Kevin Foley (Kaw); 4. Gary Semics (Hon); 5. David Bowman (Suz).

+35 A: 1. Gary Semics (Hon); 2. Don Grahn (Yam); 3. Woody Strickland (Yam); 4. Steven Dixon (Yam); 5. Eric Lindstrom (Hon).

+40 A: 1. Steve Lewis (Yam); 2. Gary Peak (Yam); 3. Thomas Bragg (Hon); 4. Dave Curry (Hon); 5. Thomas Fogg (Kaw).

VET PRO: 1. Ross Pederson (Suz); 2. Alan Andreau (Yam); 3. Ricky Palmer (Yam); 4. Gary Semics (Hon); 5. Kevin Knight (Hon).

WMN: 1. Cindy Cole (Suz); 2. Gina Perry (Hon); 3. Beth Rewis (Kaw); 4. Laurie Fitzpatrick (Suz); 5. Shelby Spinnwebber (Hon).

FLORIDA WINTER AMA MX SERIES FINAL POINT STANDINGS

P/W: 1. Bubba Stewart; 2. Brian Gray; 3. Garrett Edmister; 4. Jason Wood; 5. Tad Mondell.

65 (7-11): 1. Aaron Lindsey; 2. Tyson Hadsell; 3. Joshua Faustino; 4. Chaz Northey; 5. Darren Fortin.

85 (7-11); 1. Matt Walker; 2. Robert Farnell; 3. Joey LeBlanc; 4. Aaron Lindsey; 5. Travis Pastrana.

85 (12-13): 1. Ricky Carmichael; 2. Robbie Horton; 3. Derrick Bentley; 4. Adam Rake; 5. Darren McElbatten.

85 (14-15): 1. Jarrett Tipping; 2. Scott Pinson; 3. Mack Perry; 4. Travis Langston; 5. Billy Wood.

S/MINI: 1. Ricky Carmichael; 2. Robbie Horton; 3. Scott Pinson; 4. Derrick Bentley; 5. Darren McElhattan.

125 YTH: 1. Kevin Windham; 2. Robbie Skaggs; 3. Richie Horton; 4. Jarrett Tipping; 5. Joshua Sweat.

125 C: 1. Jason Dodds; 2. Lee Burgess; 3. Jerry Knowles; 4. Joseph Clark; 5. Travis Longston.

125 B: 1. Kevin Windham; 2. Paul Currie; 3. Robbie Skaggs; 4. Richie Horton; 5. Lonny Bishoff.

125 A: 1. Jim Neese; 2. Joel Dengler; 3. Damien Plotts; 3. Chad Lough; 4. Greg Rand.

125 PRO: 1. Jeff Curry; 2. Timmy Ferry; 3. Jim Neese; 4. Damien Plotts; 5. Kurt McMillen.

250 C: 1. Tim Stokes; 2. Steve Dumond; 3. Joe Silcox; 4. Jimbo Hayes; 5. Ed Gardner.

250 B: 1. Kevin Windham; 2. Richie Horton; 3. Robbie Skaggs; 4. Ray Mitchell; 5. Nathan Ramsey.

250 A: 1. Earl May; 2. Jim Neese; 3. Derek Youngblood; 4. Vince DeVane; 5. Joel Dengler.

250 PRO: 1. Timmy Ferry; 2. Brian McElroy; 3. Fred Andrews; 4. Michael Treadwell; 5. Pat Barton.

OPEN NOV: 1. Michael Amedo; 2. Wayne Eller; 3. Greg Huffman; 4. Dave Curry; 5. Chris Shortridge.

16-24: 1. Ray Mitchell; 2. Matt Maximoff; 3. John Fessler; 4. Barrett Ducher; 5. Paul Currie.

+25 B: 1. John Choate; 2. Tim Stokes; 3. John Gillespie; 4. Wyndell Kern; 5. David Wagner.

+25 A: 1. Kevin Foley; 2. Ross Pederson; 3. Fred Andrews; 4. Pat Barton; 5. Ricky Palmer.

+30 B: 1. David Mack Ellis; 2. Tim Stokes; 3. John Gillespie; 4. Mike Edwards; 5. David Wagner.

+30 A: 1. Ross Pederson; 2. Kevin Foley; 3. Ricky Palmer; 4. Scott Bishop; 5. Dave Bowman.

+35 A: 1. Don Grahn; 2. Dave Bowman; 3. Bart Lucas; 4. Gary Semics; 5. Steve Lewis.

+40 A: 1. Steve Lewis; 2. Gary Peak; 3. Thomas Bragg; 4. Dave Curry; 5. Kenneth Brown.

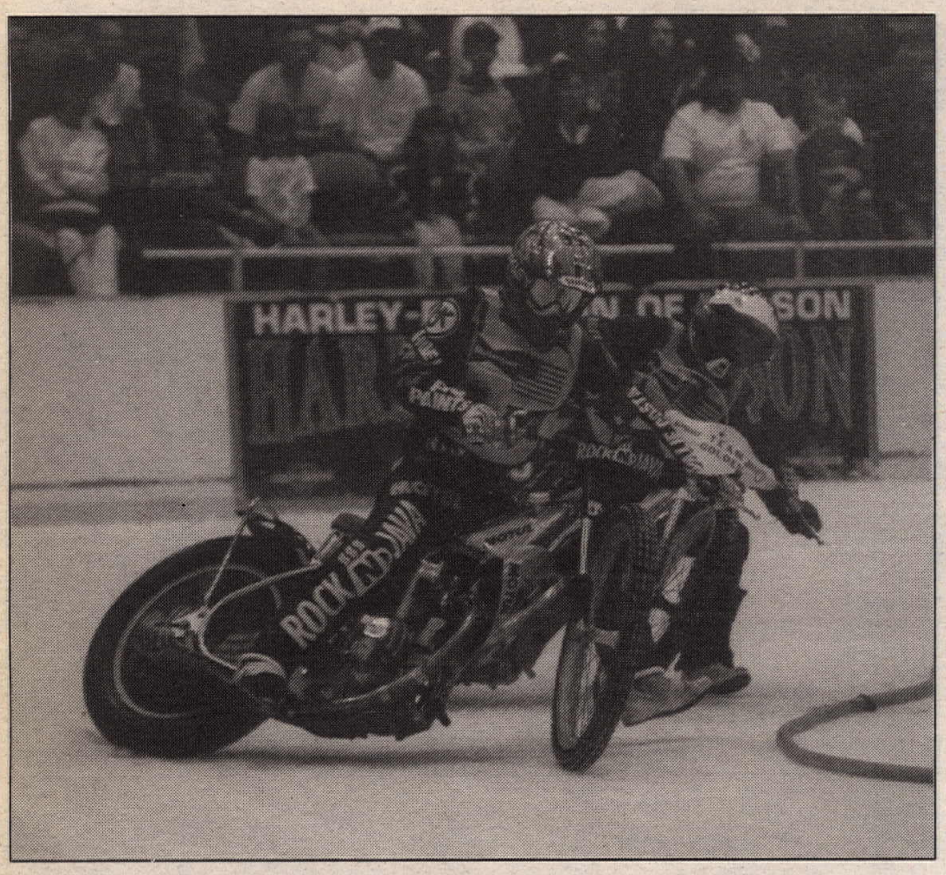
VET PRO: 1. Ross Pederson; 2. Alan Andreau; 3. Ricky Palmer; 4. Don Grahn; 5. Scott Bishop.

WMN: 1. Cindy Cole; 2. Gina Perry; 3. Beth Rewis; 4. Shelby Spinwebber; 5. Laurie Fitzpatrick.

Johnny O'Mara (101) raced at Gatorback, and finished fifth in the 125cc Pro division.

Paul Currie (34) diced with Ray Mitchell (457) during a 16-24 class moto. Currie scored the overall win for the day, but Mitchell earned the series title in the division.

ICE RACE I.C.E. Budweiser Speedway Ice Racing World Championship IV



Charlie Venegas (leading) won all of his heats and went on to lead the main from start to finish. Pat Litt (behind Venegas) was the fast heat winner, but crashed in the main.

(Left to right) John Grant, Charlie Venegas and Robert Curry finished third, first and second, respectfully, in the six-man, six-lap main event.

Venegas cool in Tucson

By Michael Ross

TUCSON, ARIZONA, JAN. 29-30

Charlie Venegas slid his way into the record book at the 4th Annual International Championship Events (I.C.E.) Speedway Ice Racing World Championships, as he became the first two-time series champion. Venegas' first series championship came in 1990, and the 25-year-old's second win came in front of approximately 5000 cheering fans at the Tucson Convention Center.

"It feels great to win here tonight." said Venegas, who resides in Costa Mesa, California. "I kept my head on straight, didn't get too cocky, and maintained consistency all night."

Last year, a mixup in the entry process kept Venegas out of the program. The Godden rider originally planned to compete in a race in Australia, but when those plans fell through, Venegas found that he had missed the I.C.E entry deadline. This year, though, Venegas turned in his entry with time to spare and powered to the win in grand style.

Following Venegas across the finish line and filling the winner's circle were Robert Curry and John Grant.

The I.C.E. World Championship event, which is not to be confused with the FIM World Championship meet that takes place this year on March 6-7 in Assen, Holland, drew 16 American racers and one British rider.

Friday

Kicking off the weekend's race action was the Bob Hetrick Memorial, in which non-seeded riders qualified for a slot in Saturday's program. Three rounds of heat races, a last chance qualifier and the main event made up the evening's program. Each heat included two to four riders that scrambled for valuable transfer points. Riders were awarded three points for a win, two points for second and a single point for third.

Venegas used his leg to block a pass attempt by Litt in the 12th heat race.

These points were tallied at the conclusion of the heats, and the top three scorers went to the front row in the main event. The remaining racers competed in the last chance qualifier, in which they battled for a back row starting position in the main.

The quickest heat race of the night was turned in by Mike Jaudon with a time of 36.52 seconds. Jaudon's quick time would stand all night, but would undoubtebly be eclipsed on Saturday night by the seeded racers.

Robert Curry was the top heat race scorer with a perfect nine points and automatically went to the first row of the main, where he was joined by Gary Akroyd and Jaudon. Jaudon was particularly surprised to be in the main because he had quit racing for several years and only came to Tucson to watch.

"They needed a couple riders to fill out the program so I borrowed a bike and went racing again," said Jaudon.

Ronnie Kemp, Mark Day, Robert Proom, Bill Hermant, Mark Blair and Blair's 14-year-old nephew, Buck Blair, lined up for the last chance qualifier, each hoping to earn one of the top three transfer positions.

Kemp grabbed the start as the tape went up, and ran away with the win. Hermant was out of the action on the first lap and Buck, who had a very frustrating night, crashed out of contention and left Day and Proom to join Kemp in the main.

The six-man, six-lap main event saw Curry gate first and lead the pack into turn one. Jaudon crashed going into the first turn, but quickly remounted and rejoined the race in last place.

Curry held a firm grip on the lead, with Akroyd stalking him in second and waiting for a mistake.

That mistake came in the closing stages of the race, as Curry pulled up to lap Jaudon near the halfway point. Jaudon refused to budge, and left Curry looking for a place to pass in the tight confines of the convention center's floor. All the while, Akroyd continued to wait.

On the last lap, Jaudon fell in the final corner and took Curry with him. Akroyd inherited the top spot from a disappointed Curry and went on to score the win ahead of Kemp, Day and Blaiz.

Saturday

Before the race action began, defending champion Pat Litt predicted the evening's outcome. "The rider who wins this thing will have to win all his heats to get the pole. The start here is everything. If you can get the pole position you can win," said Litts.

As it turned out, Litt's prediction was exactly right.

From the start, Venegas served notice that he was the man to beat as he won three of his heat races with a smooth and fast riding style. Litt matched Venegas' performances, though, as he also won three heats. The showdown between the two riders came in heat 12, where Litt and Venegas met for the first time.

Litt had already showed the form that carried him to the 1992 championship by posting the fastest heat race of the evening at 35.63 seconds, which was over a full second quicker than anyone else would run all weekend.

But when the tape went up, it was Venegas who had the fastest clutch hand and led the dash into turn one. Venegas put his leg way out in turn one, and blocked Litt's drive into the turn. Litt stayed close and made a desperate attempt to pass Venegas at the finish line, but came up short by inches.

After the heat race points were tallied, Venegas smiled and claimed the pole position in the main by virtue of his perfect score. Next to him was Litt, who suffered his only defeat at the hands of Venegas. The third spot on the front row went to Curry, who also boasted three wins and one second.

John Grant, Rick Webb, Gary Akroyd, Mike Jaudon and Nigel D'eath transferred to the last chance qualifier, but Ronny Kemp and Dave Roberts were tied for points. These two diced it out in a special runoff race for the final direct transfer spot with Kemp winning easily.

When the tape went up for the last chance qualifier, it was Akroyd grabbing the all-important holeshot, but a crash between Proom and Englishman D'eath brought the red flag.

At the restart, it was 40-year-old Grant taking the lead with a brilliant inside move that would carry him across the finish line in first place, followed by Webb and Akroyd. All three riders would go to the main event.

After all the preliminary races, the cement floor of the convention center began to show through the ice in turns two and four, in spite of a last-minute move of the track boundaries by race officials. This condition lessened the already small amount of racing room, and made the holeshot even more important.

Venegas gated perfectly at the start of the six-lap main and never looked back. Curry held second place ahead of Grant and Webb, while Litt started poorly and was forced to the outside where he hit cement and lost all momentum. Litt tried to run the outside line, but came in dead last.

Venegas collected the win, followed by Curry and Grant.

"I got a good start and that was the key to winning," said Venegas.

Curry was especially happy to finish second.

"I owe all my success to Scott Orston," said Curry. "Scott set up the bike and I couldn't have done it without him."

But the happiest and the most-fatigued racer on the victory podium was Grant, who also raced the quad events.

"I was so tired I could barely hold on," said Grant. "All it took was a lot of perseverance, a lot of desire and a little luck. " CN

Results

Hetrick Memorial: 1. Gary Akroyd (Gdn); 2.Ronny Kemp (Wes); 3. Mark Day (Wes); 4. Mark Blair (Jaw); 5.Robert Curry (Wes); 6. Mike Akroyd (Wes).

World Championship: 1. Charlie Venegas (Gdn); 2. Robert Curry (Wes); 3. John Grant (A-W); 4. Rick Webb (Wes); 5. Mike Akroyd (Wes); 6. Pat Litt (Wes).

YOU'LL WANT to be a NOVICE forever!

Racing. It's like an addiction. Once you've got it in your system, you're hooked. And it can cost a ton of money to support that habit. That goes for all racers, from beginners to professionals. But the experts have sponsors, and usually a big manufacturer's contingency program to back them up. So what's a novice to do? Easy: ride a Yamaha Seca II 600.

For the first time ever, racers just getting started have a chance to earn thousands of dollars. It's called the Seca II Challenge Series. This revolutionary ground-level program gets you onto the track inexpensively—on the sensational Seca II—and then pays generously to those riders with the best results. We're talking $1,000 to win any one of 12 series events (with payouts down to fifth place). Place in the top three in any of these, and you qualify for the series final, which pays $5,000 to win. Vance & Hines is even getting involved by kicking in its own contingency cash in this series.

There's only one catch. You have to be a Novice-ranked rider competing on a Yamaha Seca II in the D Production class under WERA Superstock rules, or as an Amateur under AMA/CCS Lightweight Supersport rules. Experts need not apply.

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1993 YAMAHA SECA II CHALLENGE SERIES

SECA II CHALLENGE QUALIFIERS

WERA

WERA D Production Novice,
AMA/CCS Amateur Lightweight Supersport
1st-$1,000; 2nd-$750; 3rd-$500; 4th-$250; 5th-$100

DATE	SANCTION	TRACK	LOCATION
3/19-21	WERA	Moroso Motorsports Park	W. Palm Gardens, FL
TBA	WERA	Willow Springs Raceway	Rosamond, CA
4/17-18	AMA/CCS	Road America	Elkhart Lake, WI
4/24-25	AMA/CCS	Phoenix Int'l. Raceway	Phoenix, AZ
5/1-2	AMA/CCS	Summit Point Raceway	Summit Point, WV
5/14-16	WERA	Road Atlanta	Braselton, GA
5/29-30	AMA/CCS	Roebling Road Raceway	Savannah, GA
6/4-6	WERA	Seattle. Int'l. Raceway	Kent, WA
6/12-13	AMA/CCS	Grattan Raceway	Grattan, MI
7/23-25	WERA	Indianapolis Rcwy. Park	Clermont, IN
8/13-15	WERA	Pocono Int'l. Raceway	Pocono, PA
8/28-29	AMA/CCS	New Hampshire Int'l. Spdwy.	Loudon, NH

SECA II CHALLENGE FINAL

10/28-31, WERA Grand National Finals, Road Atlanta, Braselton, GA
1st-$5,000; 2nd-$4,000; 3rd-$3,000; 4th-$2,500; 5th-$2,000;
6th-$1,500; 7th-$1,000; 8th-$750; 9th-$500; 10th-$250

VANCE & HINES

VANCE & HINES SECA II CHALLENGE CONTINGENCY

Qualifiers: 1st-$100; 2nd-$75; 3rd-$50; 4th-$25; 5th-$10
Final: 1st-$500; 2nd-$400; 3rd-$300; 4th-$250; 5th-$200;
6th-$150; 7th-$100; 8th-$75; 9th-$50; 10th-$25

Of course Yamaha knows that the fast guys have it bad, too. Our 1993 Road Race Contingency Program continues to provide the good stuff in all major Expert and Professional competition events and series as well.

1993 YAMAHA ROAD RACE CONTINGENCY PROGRAM

AMA/CCS ENDURANCE
10 Events; GTO/GTU
1st-$1,000; 2nd-$750; 3rd-$500;
4th-$300; 5th-$200

AMA/CCS SUPERSPORT
10 Events; 600cc
1st-$500; 2nd-$400; 3rd-$300;
4th-$200; 5th-$100

WERA ENDURANCE
12 Events; Mediumweight
Superbike/ Production
1st-$500; 2nd-$250; 3rd-$100

WERA ENDURANCE
12 Events; Heavyweight
Superbike/Production
1st-$1,000; 2nd-$500; 3rd-$200

WERA PRO SERIES
6 Events; Formula USA
1st-$1,500; 2nd-$700; 3rd-$400;
4th-$300; 5th-$200

AMA SUPERBIKE
10 Events; Superbike
1st-$1,500; 2nd-$700; 3rd-$400;
4th-$300; 5th-$200

AMA 250 GP
10 Events; 250 GP
1st-$500; 2nd-$400; 3rd-$300;
4th-$200; 5th-$100

WILLOW SPRINGS M.C.
10 Events; 600cc
Super Street/ Formula One
1st-$500; 2nd-$250; 3rd-$100

YAMAHA

RULES AND REGULATIONS: The correct Yamaha logo must be prominently displayed on all machines. All winners will receive checks after each event, following official results provided to Yamaha Motor Corp., U.S.A., by race promoters. Rider must file a 1993 Road Race Contingency form (available from promoter) to be eligible. One Vance & Hines logo must appear on each side of the fairing to collect Vance & Hines Contingency. If 15 or more riders enter a Challenge Series qualifying event, a separate race will be staged; otherwise this race will be included in a similar class but started and scored separately. Program subject to change without notice.

MOTOCROSS CMC Golden State Nationals: Rounds 5/6

FILE PHOTO BY JOHN SILVA

Tallon Vohland trounced the 250cc Pro class on both days of competition.

Craig Decker won Saturday's 125cc Pro race and gave Vohland a run in the 250cc class.

Vohland leaves with a bang at Barona

By Dave Burgess

RAMONA, CA, JAN. 30-31

Californian Tallon Vohland concluded his preseason warm-up in winning fashion by earning a pair of 250cc Pro class wins at Barona Oaks Raceway. Vohland, who lived in Italy during last year's race season and competed in the World Championship 125cc MX Series, will return to Italy and make the jump to the 250cc MX GPs this year. The younger of the racing Vohland brothers, Tallon used the CMC Golden State Nationals in order to sharpen his skills before leaving for Europe in mid-February.

"For me, these preseason races are a good way to train," said Vohland, who will ride for the Italian Carpi Suzuki team. "I feel much better on a big bike and I haven't lost an overall in the 250cc class so far this year."

With the seven-round series schedule a mess due to the rain California was deluged with in January, the doubleheader at Barona Oaks helped the CMC to get nearly back on track. Originally scheduled to end on January 31, the concluding round is now set for Sunrise Cycle Park in Adelanto on February 21.

Craig Decker had the fastest clutch hand at the start of Saturday's first 250cc Pro moto, and led Varner Racing-sponsored Cory Keeney, Vohland and Terry Fowler onto the track that consisted of many supercross-style obstacles.

Decker pulled out a large lead on the first two laps, while Vohland struggled to find a way past Keeney. Vohland made it past Keeney in a tricky whoop section at the start of the third lap, and set out after Decker.

Slowly but surely, Vohland reeled in Decker, but once on his tail had trouble finding a line to make the pass.

"The track is short, only about a minute long and real one-lined," said Vohland.

Decker held his ground and fended off Vohland's repeated charges with just inches to spare. Keeney held on to a solid third, well ahead of Suzuki rider Chris Young, who forced his way into fourth after suffering a terrible start.

"I've been racing at Barona since I was on minis," said Decker. "I knew that Vohland was behind me, but I just rode smart and held my lines."

Moto two saw Decker again out front in the early going, while Vohland suffered a miserable start and was forced to come from behind. As he had done in the first moto, Decker turned up the wick and quickly pulled away from his pursuers. Young, Steven Kotajarvi and Fowler argued over second in the opening laps while Vohland sliced through the field.

By the halfway point of the 10-lap moto, Vohland had swooped up through the field and displaced Fowler and Kotajarvi. Young was Vohland's next victim, as Vohland sailed past him over a double jump to take over second. Vohland then set his sights on Decker, who enjoyed a considerable lead.

"He was gone. I didn't think that I could catch him," said Vohland.

But luck was on Vohland's side, as Decker lost his balance in a rutted turn and tipped over. Decker scrambled to remount, but was off his machine just long enough to allow Vohland to take over the lead.

"I just lost my front end," said Decker. "There was no warning."

Vohland went on to cross the finish line first, ahead of Decker, Young, Kotajarvi and Fowler. Vohland's 2-1 edged Decker's 1-2 for the overall win, while Young was third overall with his 3-3 scores.

Kawasaki Team Green/Enzo Racing/Sinisalo-backed Decker would have his revenge in the 125cc Pro class, though, as he posted wins in both motos.

MMF's Terry Parsons ripped off the starting line in the first go-round and had Young, Decker and Vohland hot on his tail. Vohland was the first rider to make a move, and zapped Decker on the opening lap and then passed Young to move into second on the third lap. He had greater difficulty passing Parsons.

"I'm not gonna just move over and let him by," said Parsons, a first-year pro.

But Vohland did get by after five laps of trying, and he began to inch away from Parsons and the field. Decker, meanwhile, had matched Vohland's every move and he dropped Parsons back another position and took control of second. Just when it looked as if Vohland was home free, he slowed dramatically and that allowed Decker to sail past into the lead.

"I only have one set of works suspension," explained Vohland. "So my mechanic and I were switching it from bike to bike between motos. The handlebars weren't tightened well enough and they started to come loose, so I had to let him by."

Decker greeted the checkers in first, well ahead of Vohland, who in turn enjoyed a substantial lead over Keeney, who nipped Parsons for third on the last lap.

Vohland ripped out of the gate in the second 10-lap moto, ahead of Young and Decker, and simply walked away from the field, crossing the line with what appeared to be the victory. Decker fought his way past Young on the second lap, but could do little to catch Vohland. Young held on to third, just ahead of Keeney.

After the race, Vohland was docked a position for jumping the gate, and Decker was awarded the moto and overall wins. Vohland was still second with 2-2 finishes to his credit, and Keeney was third overall with 3-4 scores.

On Sunday, Vohland had an easier time of it as Decker didn't return to compete.

In the first 250cc Pro moto, Vohland enjoyed a start-to-finish romp out front. Rudi Van Leeuwen finished a distant second, but had Parsons and Mats Nilsson close behind.

"The races were shortened to seven laps today, so I knew that a good start was important. Luckily, I got one," said Vohland.

Third-place finisher Parsons was in the middle of a European sandwich, as Van Leeuwen is visiting from Belgium, and Nilsson is from Sweden.

"I am here to race with Americans," said Van Leeuwen. "I will return to compete in the GPs next month."

Vohland suffered a miserable start in the second moto and rounded the first turn in 10th. But before the completion of one lap, he had stormed into fifth behind leader Nilsson, Parsons, Van Leeuwen and Keeney.

Vohland closed to the rear fender of Parsons on the third lap, but again found it difficult to get past the youngster. While they were dicing, Nilsson enjoyed a clear track and pulled away with a comfortable lead. Vohland finally got around Parsons on the last lap but was too far back to challenge the winner Nilsson.

Vohland was declared the overall winner, via his 1-2 finishes, over Nilsson and Parsons.

"The tracks in America are much different," said Nilsson. "But I am getting used to them."

Vohland smoked to the win in the opening 125cc Pro moto ahead of Nilsson, Parsons and Trevor Meagher, but his luck ran out in the second race. In the scramble to switch suspension components, Vohland's mechanic failed to tighten the throttle and that left Vohland stranded in the first turn.

Keeney went on to win the moto ahead of Nilsson and Parsons, but Nilsson captured the overall with his 2-2 scores. Parsons was second overall and Keeney was third. CN

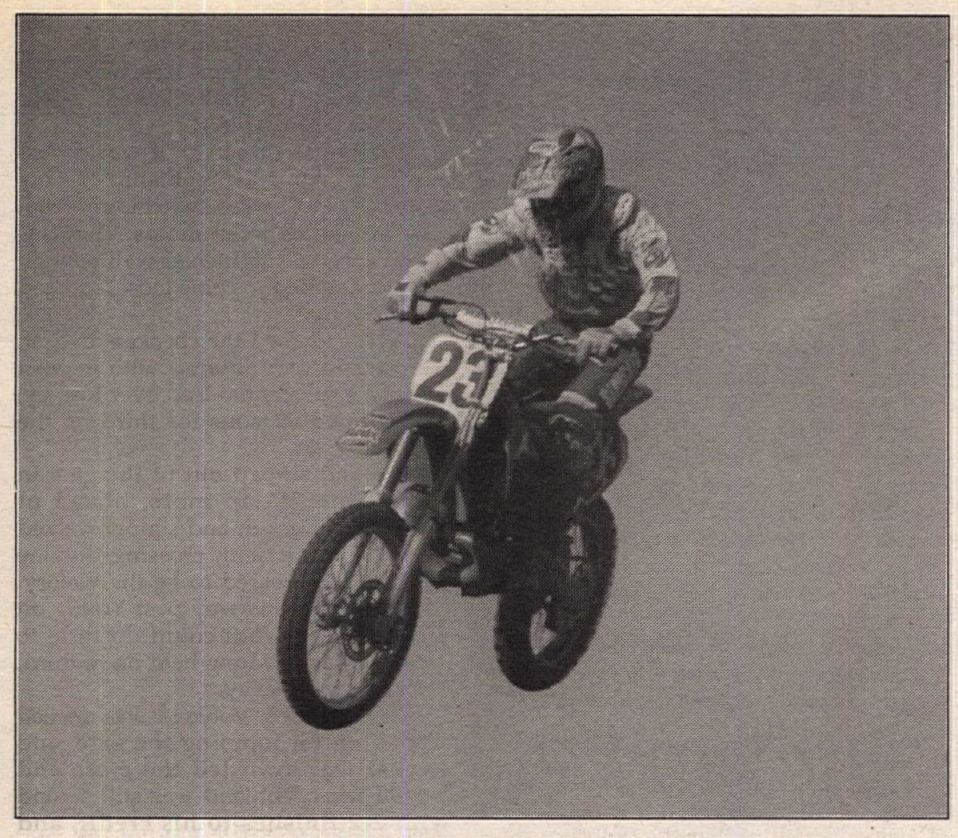
Results

SATURDAY

P/W STK BEG: 1. David Moreno (Yam); 2. Buck Gulley (Yam); 3. Michael Beaver (Yam); 4. Chris Blose (Yam); 5. Ryan Beat (Yam).

P/W STK JR: 1. Emitt Kling (Kaw); 2. Kyle Partridge (Kaw); 3. Kevin Roberts (Yam); 4. Blake Mitchell (Yam).

P/W MOD: 1. Kevin Roberts (Yam); 2. Nick Beaver (Yam); 3. Buck Gulley (Yam); 4. Ryan Beat (Yam).



Cory Keeney turned in consistent finishes in the Pro classes all weekend long.

60 0-8: 1. Bobby Bonds (Kaw); 2. Emitt Kling (Kaw); 3. Michael Blose (Kaw); 4. Kevin Roberts (Kaw).

60 9-11: 1. Jonathan Shimp (Kaw); 2. Chris Gosselar (Kaw); 3. Bruan Jarmarillo (Kaw); 4. Todd Gosselaar (Kaw); 5. Nick Beaver (Kaw).

80 BEG 9-16: 1. Nick Beaver (Yam); 2. Wes Vaughn (Suz); 3. Jody Agostino (Suz); 4. Jaso Hill (Suz); 5. Nick Puccio (Kaw).

80 9-11: 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Chris Gosselaar (Kaw); 4. Richard Kutbach (Hon); 5. Jonathan Shimp (Yam).

80 12-13: 1. Josh Tarantino (Yam); 2. Daniel Norman (Suz); 3. Terrance Malan (Yam); 4. Jiri Dostal (Suz); 5. Brian Sweaney (Hon).

80 14-16: 1. Jason Partidge (Kaw); 2. Dustin Nelson (Kaw); 3. Shaun Perolio (Yam); 4. Billy Gartman (Yam); 5. Andy Harrington (Yam).

125 BEG: 1. Tim Beatty (Yam); 2. Glenn Branson (Suz); 3. Michael Goldstein (Kaw); 4. Jason Howard (Kaw); 5. Pat Carson (Kaw).

125 JR: 1. John Emerson (Suz); 2. Chris Wheeler (Yam); 3. Cory Bender (Suz); 4. Pierre Oxelmark (Suz); 5. donald Sweaney (Hon).

125 INT: 1. Lex Malan (Suz); 2. Tommy Staufenbeil (Suz); 3. Shwan Ellis (Suz); 4. Kevin Geyer (Yam); 5. Joakim Lindstrom (Suz).

250 BEG: 1. John Funderberg (Suz); 2. James Thrift (Kaw); 3. Joey Ozarek (Kaw); 4. David Stanton (Yam); 5. Michael Tucker (Yam).

250 JR: 1. Ron Gilbert (Yam); 2. Chris Wheeler (Yam); 3. Travis Louther (Yam); 4. Jimmy O'Neal (Hon); 5. Scott Johnson (Suz).

250 INT: 1. Timmy Staufenbeil (Suz); 2. Greg Yearsley (Yam); 3. Lex Malan (Suz); 4. Justin McMurrich (Yam); 5. Lance Johnson (Kaw).

125 PRO: 1. Craig Decker (Kaw); 2. Tallon Vohland (Suz); 3. Cory Keeney (Kaw); 4. Chris Young (Suz); 5. Terry Parsons (Hon).

250 PRO: 1. Tallon Vohland (Suz); 2. Craig Decker (Kaw); 3. Chris Young (Suz); 4. Steven Kotajarvi (Kaw); 5. Terry Fowler (Kaw).

500 AM: 1. Roby Leach (Hon); 2. Kevin Felking (Hon); 3. Brian Rodriguez (Hon); 4. Scott Hoffman (Hon); 5. David Westfall (Hon).

500 PRO: 1. Rudi Van Leeuwen (Hon); 2. Charlie Charlton (Hon); 3. Stuart Vic (Kaw); 4. Marc Peters (Hon); 5. Gary Beyer (Hon).

UTH JR: 1. Robert Bang (Kaw); 2. Darren Elliot (Kaw); 3. Giovanni Spinalli (Yam); 4. Joey Ozarek (Kaw); 5. Richard Bunch (Yam).

UTH INT: 1. Lance Johnson (Kaw); 2. Jon Zahrt (Yam); 3. Ron Gilbert (Yam); 4. Tony Seckman (Hon); 5. Mike Johnson (Suz).

VET JR: 1. Larry Watkins (Kaw); 2. Robert Bang (Kaw); 3. Dean Ostrander (Suz); 4. Dennis Day (Yam); 5. James Deridder (Yam).

VET INT: 1. Jon Zahrt (Yam); 2. Kenny Zahrt (Yam); 3. Steve Lawler (Yam); 4. Richard Bunch (Yam); 5. Gary Doggett (Hon).

VET PRO: 1. Pete Murray (Suz); 2. Mike Newman (Suz); 3. Carl Gazafy (Hon); 4. Pete Andrews (Hon).

OT MSTR: 1. Carl Gazafy (Hon); 2. Gary Doggett (Hon); 3. Robert Fortier (Hon); 4. Jim O'Neal (Hon); 5. David Chunn (Yam).

OT INT: 1. Herbert Allen (Kaw); 2. Mark Cook (Kaw); 3. Karl Scanlan (Yam); 4. Rich Hansen (Hon); 5. John Muesling (Kaw).

OT JR: 1. Jim White (Yam).

SUNDAY

P/W STK BEG: 1. Buck Gulley (Yam); 2. David Moreno (Yam); 3. Michael Beaver (Yam); 4. Steven Ross (Yam).

P/W STK JR: 1. Kyle Partrige (Yam); 2. Emmitt Kling (ITJ); 3. Kevin Roberts (Yam); 4. Blake Mitchell (Yam).

P/W MOD: 1. Kevin Roberts (Yam); 2. Buck Gulley (Yam); 3. Mike Beaver (Yam).

60 0-8: 1. Bobby Bonds (Kaw); 2. Emitt Kling (Kaw); 3. Kevin Roberts (Kaw).

60 9-11: 1. Chris Gosselaar (Kaw); 2. Jonathan Shimp (Kaw); 3. Nick Beaver (Kaw); 4. Bryan Jarmarillo (Kaw); 5. Todd Gosselaar (Kaw).

80 BEG: 1. Jason Roofe (Kaw).

80 9-11: 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Bobby Bonds (Kaw); 4. Jonathan Shimp (Yam); 5. Bryan Jarmarillo (Kaw).

80 BEG 9-16: 1. Jake Gribbon (Yam); 2. Nick Beaver (Yam); 3. Westey Vaughn (Suz); 4. Nick Puccio (Kaw); 5. Jason Hill (Suz).

80 14-16: 1. Jason Partridge (Kaw); 2. Shaun Perolio (Yam); 3. Dustin Nelson (Kaw); 4. Lanny Turner (Suz); 5. Doug Parsons (Yam).

80 12-13: 1. Jiri Dostal (Suz); 2. Daniel Norman (Suz); 3. Terrance Malan (Yam); 4. Josh Tarantino (Yam); 5. Monte Montague (Kaw).

125 BEG: 1. Tim Beatty (Yam); 2. Pat Carson (Kaw); 3. Danny Guernsey (Kaw); 4. Michael Goldstein (Kaw); 5. Glenn Branson (Suz).

125 JR: 1. Pierre Oxelmark (Suz); 2 Jim O'Neal (Hon); 3. Cory Bender (Suz); 4. Scott Johnson (Suz); 5. Donald Sweaney (Hon).

125 INT: 1. Carey Hart (Kaw); 2. Timmy Staufenbeil (Suz); 3. Lex Malan (Suz); 4. Greg Yearsley (Yam); 5. Jeff Tilton (Suz).

125 PRO: 1. Mats Nilsson (Kaw); 2. Terry Parsons (Hon); 3. Cory Keeney (Kaw); 4. Todd Nelson (Suz); 5. Trevor Meagher (Suz).

250 BEG: 1. JimThrift (Kaw); 2. Joey Ozarer (Suz); 3. Mike Tucker (Yam); 4. Robert Hallerson (Suz); 5. John Funderburg (Suz).

250 JR: 1. Chris Wheeler (Yam); 2. Jimmy O'Neal (Hon); 3. Gene Prida (Kaw); 4. Scott Johnson (Suz); 5. Giovanni Spinalli (Yam).

250 INT: 1. Tony Pocorobba (Suz); 2. Timmy Staufenbeil (Suz); 3. Erik Anderson (Suz); 4. Dennis Dahlin (Suz); 5. Jeff Tilton (Suz).

250 PRO: 1. Tallon Vohland (Suz); 2. Mats Nilsson (Kaw); 3. Terry Parsons (Hon); 4. Rudi Van Leeuwen (Kaw); 5. Cory Keeney (Kaw).

500 AM: 1. Roby Leach (Hon); 2. Scott Hoffman (Hon); 3. Kevin Felkins (Yam); 4. Bryan Rodriguez (Hon); 5. Dave Westfall (Hon).

500 PRO: 1. Rudi Van Leeuwen (Hon); 2. Charlie Charlton (Hon); 3. Marc Peters (Yam).

UTH JR: 1. Giovanni Spinalli (Yam); 2. Joey Ozrek (Suz); 3. Gary Doggett (Hon); 4. B.J. Lehn (Yam).

UTH INT: 1. Mike Johnson (Suz).

VET JR: 1. Dennis Day (Yam); 2. Dean Ostander (Suz); 3. James Deridder (Yam); 4. Bret Rosenberg (Suz); 5. B.J. Lehn (Yam).

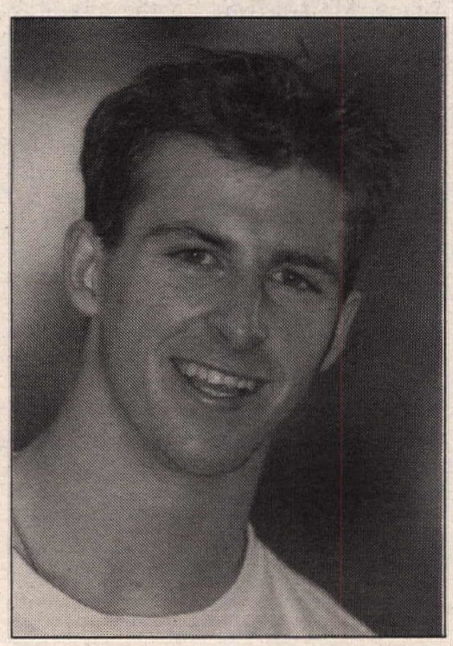
VET PRO: 1. Pete Andrews (Hon).

OT MSTR: 1. Gary Doggett (Hon); 2. Jim O'Neal (Hon); 3. Robert Fortier (Hon).

OT INT: 1. Herbert Allen (Kaw); 2. Karl Scanlan (Yam); 3. Bruce Forinash (Yam); 4. Jim White (Yam).

OT JR: 1. Larry Kirsch (Hon).

Vohland will return to Italy to contest the World Championship 250cc MX Series.



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MOTOCROSS GFI Winter Series North: Round 3

Rodney Smith (31) scored the overall win in the 125cc Pro class. Jeff Pestana (70) ran near the front in both motos, but a crash and mechanical gremlins slowed him.

Smith, Matson top dogs at Sandhill

By Tom Prichard
Photos by Mark Hawkins

BRENTWOOD, CA, JAN. 31

Combining good starts and consistent riding, Rodney Smith came away with the victory in the 125cc Pro class at Sandhill Ranch. Yamaha-mounted Dean Matson also showed consistency in earning the 250cc class win, with strong finishes in both motos.

Nearly 500 riders were treated to a warm and sunny day of racing after almost three weeks of constant rain, and a newly designed track added to the enjoyment.

Suzuki/Thor/Power Bar/FMF/Dunlop/Sports Racing Gas/Wiseco/C-YA/CTI/Answer-sponsored Smith gated perfectly at the start of the first 125cc Pro moto and came out of the first turn with the lead. Smith was followed closely by Honda-mounted Jeff Pestana and Yamaha pilot Rick Ryan. Before the first lap was completed Smith had opened up a three-second lead over Pestana and Ryan, who were battling over second along with Scott Myers. Myers managed to pass Ryan and move into third place a couple of laps into the race, while Pestana slowly started to close on Smith.

With just two laps to go in the moto things started to heat up, with Pestana closing to within three bike lengths of the leader, Smith. Suddenly, however, Pestana went down hard on the front straight while approaching a jump.

"My front wheel got caught in a different rut than my back wheel," said Bieffe/Thor/Multi-Air/Carmichael Honda/Pro Circuit/On Line/Smith/War Paint/J&N Innovations-sponsored Pestana. "The next thing I knew I was on the ground."

Pestana remounted and got underway in seventh position, while Myers capitalized on the fall to move into second. Ryan was on the gas, though, and closed to the rear fender of Myers. Crossing the finish-line jump, Ryan out-jumped Myers and took over second. Both riders came into the next turn too hot and collided, with Myers going down.

"I really don't know what happened," said Ryan. "Scott just hit my back wheel and fell."

Myers suffered a shoulder injury and was forced to retire for the day. Smith was already long gone, having opened up a 10-bike length lead. But the excitement wasn't over yet, as Spud Walters reeled in Ryan and made a daring downhill pass to drop the Yamaha pilot to third. When the checkered flag finally came out, Smith crossed the line first for a wire-to-wire victory. Second place went to Walters, with Ryan finishing third. Matson made up for a 10th-place start to take fourth, with Pestana finishing fifth.

Moto two again saw Smith gate perfectly and take the lead, but Ryan pulled alongside in a close second. By the end of the first lap Smith and Ryan had pulled away from the rest of the pack and were battling for the lead in every turn. Ryan made his move on the third lap on a steep downhill section just before the finish line, and out-accelerated Smith. Once in the lead, Matson Racing/Moore Construction/Lindeman Enterprises/Fox-sponsored Ryan felt the heat from Smith. Ryan was up to the task, however, and didn't falter. Pestana, in third, and Walters, in fourth, were also involved in a duel about seven seconds behind the leaders. Pestana was determined to hold on, until disaster again struck the Honda pilot. Coming out of the turn at the base of Godzilla Hill, Pestana snapped a chain, ending his ride for the day.

"It just broke," said Pestana. "I'm not having any luck at all today."

Ryan and Smith were still fighting over the lead on the final lap, and Walters wicked it up and reeled in the leaders. Coming out of the back section and heading toward the checkered flag, Smith was two bike lengths behind Ryan. Walters closed to within two seconds of the leaders, but Ryan gassed it out of the final turn and took the moto win. Smith finished second and scored the overall victory via his 1-2 moto tally. Finishing fourth was Matson, with Pat Gomm taking fifth.

Many of the riders in the 250cc Pro class were already familiar with the track, having competed in the 125cc division. Smith pulled the holeshot in the first moto, followed by Suzuki riders Rusty Holland and Scott McElroy. Finally getting a good start was Matson, who finished the first lap in fourth place. Matson was on the gas, and moved into second before the second lap was completed. Holland tossed it away on the back section of the track and dropped back to seventh. Smith slowly pulled away from the rest of the pack, while Ryan became tangled with another rider at the top of the start hill and finished lap one in sixth, but was able to move into third by only the halfway point. As the laps wound down it was clear that no one was going to catch Smith, as the Suzuki factory off-road rider turned in consistently fast lap times. Smith scored the moto win, followed seven seconds back by Matson. Third went to Ryan, with Holland moving up to fourth and Walters rounding out the top five.

The second moto saw Matson grab the lead off the start, with Smith and Walters giving chase. The top three fought over the lead for four laps, with Ryan joining the battle on the third circuit. At the halfway point Ryan managed to pass Walters and pressure Smith. Halfway into the moto the top four were less than three seconds apart.

With three laps to go, Ryan made a move on Smith in the same section where he had passed him in the 125cc race, and managed to move into second. Ryan then started to reel in Matson, who appeared to be slowing.

"My arms started pumping up because I haven't been riding much," said Matson. "Plus, I thought the white flag was coming out a lap before it did and lost some concentration."

Ryan caught up to Matson on the final lap and tried to pass in his favorite section. Matson had just enough energy left to hold on, though, and took the moto win and the overall. Second in the moto and third overall went to Ryan, with Smith third in the moto and second overall.

In 80cc Beginner action Shawn Meitz posted back-to-back moto wins for the overall victory. Meitz had an easy time of it, and was never seriously challenged in either moto. Second place saw plenty of action, however, as several riders held the position in both motos. In the final moto Hawk White ran second until the final lap before being overtaken by Kelly Quinn, who had been involved in a moto-long battle for third with Toby Jorgenson until Jorgensen went down. Quinn passed White for second in the moto and second overall, with third overall going to White.

The 80cc Novice class was won by Kevin Gonzales, who used consistent and uneventful third-place moto finishes to secure the overall win. Second went to Bryan Land, who suffered bad luck in moto one and finished sixth. His wire-to-wire win in moto two helped secure the second place trophy, while moto one winner Jess Medley crashed on the final lap in the second moto while trying to make up for a midpack start. CN

Results

50 STK: 1. Corey McDaniel (Yam); 2. J.J. Whipple (Yam); 3. Brian Domingue (Yam); 4. Steven Hernandez (Yam); 5. Nick Davis (Yam).

50 BEG: 1. Joshua Hansen (Yam); 2. Anthony Houser (Yam); 3. Jeffrey Stark (Yam).

50 NOV: 1. Robert Harold; 2. Kellen Chadwick (Yam); 3. Justin Guzman (Yam).

60 BEG A: 1. David Howery (Kaw); 2. Sidney Burrows (Kaw); 3. Vincent Blair (Kaw); 4. Jeff Thompson (Kawl); 5. Cole Lambert (Kaw).

60 BEG B: 1. Christopher Loredo (Kaw); 2. Jim Wever (Kaw); 3. Brian Husley (Kaw); 4. Sheena Patterson (Kaw); 5. James Wright (Kaw).

60 NOV: 1. Ryan Morais (Kaw) ; 2. Bryan Schultz (Kaw) ; 3. Brian Buckreus (Kaw); 4. Kathy Pruitt (Kaw); 5. Robert Harold.

P/W 80: 1. Travis Patterson (Yam); 2. Derek Johnson (Yam).

80 BEG D-1: 1. Shawn Hietz (Buz); 2. Kelly Quinn (Suz); 3. Hawk White (Hon); 4. Paul Morgan; 5. Nicolette Harris (Yam).

80 BEG D-2: 1. Bryan Schulz (Kaw); 2. Lonny Friteh (Kaw); 3. Michael Patterson (Kaw); 4. Jesse Smith (Kaw); 5. Jeremy Martinez (Yam).

80 NOV: 1. Kevin Gonzales (Kaw); 2. Bryan Land (Suz); 3. Brett Racine (Kaw); 4. Robert Simpson (Kaw); 5. Don Mitchell (Yam).

80 INT: 1. Jeff Baldwin (Suz); 2. Justin Quinn (Suz).

80 EX: 1. Jeff Northrop (Suz).

125 BEG D-1: 1. Tyr Denlinger (Hon); 2. Darin Polsley (Suz); 3. Erik Jacobson (Suz); 4. Carl Baker (Kaw); 5. Scott Davis (Kaw).

125 BEG D-2: I. Doug Rose II (Kaw); 2. Dennis Smith (Yam); 3. Garth Dillon (Kaw); 4. Keith Verdin (Kaw); 5. Rusty Perkins (Kaw).

125 NOV D-1: 1. Brad Axelrand (Kaw); 2. Saul Smoak (Suz); 3. Jason Jenkins (Hon); 4. Jeff Ingram (Hon); 5. Charles Tracy (Suz).

125 NOV D-2: 1. Greg Ohlson (Kaw); 2. Daniel Hodges (Kaw); 3. Andy Battle (Suz); 4. Brant Steiger (Hon); 5. Brian Barrington (Suz).

125 INT: 1. Casey Johnson (Kaw); 2. Shawn Highland (Suz); 3. Chris Chanton (Yam); 4. Aaron Contrelle (Suz); 5. Dennis Springs (Kaw).

125 PRO: 1. Rodney Smith (Suz); 2. Rick Ryan (Yam); 3. Spud Walters (Kaw); 4. Dean Matson (Kaw); 5. Pat Gomm (Yam).

250 BEG D-1: 1. Kevin Walker (Yam); 2. Dave Lesuer (Hon); 3. Craig Weitz (Yam); 4. Jason Labare (Suz); 5. Robert Joseph (Yam).

250 BEG D-2: 1. Joe Garcia (Hon); 2. Mathew Schiveley (Yam); 3. Shawn Clark (Kaw); 4. Brad McLennan (Hon); 5. Blaine Kissinger (Kaw).

250 NOV D-1: 1. Steven Richards (Yam); 2. Richard Quinonis (Hon); 3. Brad Axelrad (Kaw); 4. Aaron Lewis (Yam); 5. Tim Reeder (Yam).

250 NOV D-2: 1. Tony Owen (Hon); 2. Greg Pennington (Kaw); 3. Sam Love (Kaw); 4. D. J. Shipley (Yam); 5. Dan Nelson (Suz).

250 INT: 1. Casey Johnson (Kaw); 2. Chris Chanton (Yam); 3. Willie Miller (Hon); 4. John Blair (Hon); 5. Dan Barnett (Yam).

250 PRO: 1. Dean Matson (Yam); 2. Rodney Smith (Suz); 3. Ricky Ryan (Yam); 4. Spud Walters (Kaw); 5. Michael Brandes (Suz).

500 BEG: 1. Bill Peuetiere (KTM); 2. Erik Niva (Hon); 3. Ian Hobson (Hon); 4. Ken Davidson (Hon); 5. Kraig Walker (Hon).

500 NOV: 1. Randy Medley (Kaw): 2. Marc Tucker (Hon); 3. Paul Hansen (Hon); 4. Bradley Hetherington (Hon); 5. Michael Renner (Kaw).

500 INT: 1. Rick Hollenbeck (Hon); 2. Kevin Green (Kaw); 3. Blayne Hollenbeck (Hon); 4. William Artau (Hon); 5. D. P. Johnson (Yam).

500 PRO: 1. Rick Ryan (Hon); 2. Tyler Himmel (Hon); 3. Dustin Bloomfield (Hon); 4. Kevin Anderson (Hon); 5. Bill McClinton (ATK).

25-29 BEG: 1. Mark Steele (Yam); 2. Ian Hobson (Hon); 3. Geoff Rutherfurd (Yam); 4. Robert Joseph (Yam); 5. Don Hodgson (Hon).

25-29 NOV: 1. Erich Shoftstall (Suz); 2. Troy Burchby (Yam); 3. Scott Schubert (Yam); 4. Junior Ornellas (Yam); 5. Gary Plaatie (Yam).

25-29 INT: 1. Dan Barnett (Yam); 2. Marcus Sabado (Suz); 3. John Ensign (Yam); 4. Geoffrey Woods (Kaw); 5. David Montgomery (Yam).

VET BEG D-1: 1. Ken McRae (Yam); 2. Mike Ehlert (Hon); 3. Kevin Walker (Yam); 4. Rich Wilson (Hon); 5. Jose Sanchez (Suz).

VET BEG D-2: 1. Bill Brandt (Yam); 2. Ron Lunde (Yam); 3. Ted Netti (Kaw); 4. Ronnie Hayes (Yam); 5. Kevin Wilkinson.

VET NOV: 1. Steven Richards (Yam); 2. Randy Medley (Kaw); 3. Greg Pennington (Kaw); 4. David Pile; 5. Paul Hansen (Hon).

WMN: 1. Karen Starnes (Kaw); 2. Lisa Marie Henderson (Hon).

VET INT: 1. Tom Berry (Yam); 2. Randy Kerslake (Hon); 3. Jeff Johnson (Yam); 4. Richard Tiago (Yam); 5. David Vanni (Suz),

VET EX: 1. Don Clark (Yam); 2. Troy Deherrera (Yam); 3. Gary Fargo (KTM); 4. David Rodriguez (Yam).

VET PRO: 1. Dave Coupe (Hon); 2. Jeff Watts (Kaw); 3. Daniel Turner (Kaw); 4. Randy Chapman (Suz); 5. Irv Achziger (Hon).

OT NOV: 1. Mitchell Duffy (Kaw); 2. Steve Cameron (Yam); 3. Doug Rose (Kaw); 4. Richard Stone (Yam); 5. Mark Graham (Hon).

OT INT: 1. Al Garrahan (Hon): 2. Jim Boyd (Yam); 3. Leroy Francord (KTM); 4. Glenn Pruitt (Hon); 5. Erv Rifenberg (KTM).

OT EX: 1. Craig Schulz (Kaw); 2. Dean Brown (Hon); 3. Terry Sage (Hon); 4. Tim Ketcham (Kaw); 5. Craig Watts (Suz).

Henry hauls in Glen Helen win

By Tony Alessi

Mat Bateman (15) battled with Mark Hook (33) and Mario Painter (21) in the highly competitive 125cc Intermediate class.

SAN BERNARDINO, CA, JAN. 31

Doug Henry posted a double-moto sweep of the 125cc Pro class at Glen Helen OHV Park aboard his factory Honda CR125. After three consecutive rain-outs, the GFI Winter Series South was finally able to resume with the second of seven scheduled races.

Craig Decker dashed out of the starting gate with the first moto holeshot while Craig Canoy, Erick Hilton and Dana Wiggins funnelled in behind. Henry was mired mid-pack and had his work cut out for him. Decker, meanwhile, was riding a near-flawless race out front and began to extend his lead.

As the moto progressed, Henry picked up his pace and began to pick off riders one by one, until he moved into second. At that point, he found himself 10 seconds behind Decker, but Henry gritted his teeth and began to reel the leader in. Henry began to hound Decker for the lead, but lost control of his Honda and fell to the ground.

Henry remounted just inches ahead of third-place Hilton, while Decker relaxed with a seemingly insurmountable lead. But it was not to be, as Decker suffered a lapse in concentration and crashed in a simple turn. Henry scooted past just as Decker fired his bike back to life, and went on to extend a lead that he would enjoy to the finish. Decker finished second ahead of Hilton, Wiggins and Canoy.

Decker, Hilton and Henry nabbed the top three spots at the start of the second moto. Decker's lead lasted two laps before Henry blasted past and into the number-one spot on the roughest section of the track. Decker glued himself to the rear of Henry's machine and stayed within two-bike lengths, but never got the opportunity to strike. Henry went on to notch the moto and overall wins, while Decker again finished second for second overall. Hilton finished third ahead of Wiggins and Canoy.

Though he was bested by Henry in the 125cc Pro class, Decker didn't leave empty handed as he trounced the competition in the 250cc Pro class. Decker dazzled onlookers with his smooth riding style as he raced to both moto wins with ease.

Decker ran down Tony Amaradio in the first moto before performing a disappearing act and leaving the pack behind. In the second moto, Decker had to work through Yamaha's Mark Easley before going on to another landslide victory. Amaradio was credited with second overall, while Hilton was rewarded for his consistent 3-3 scores with third overall.

Steve Andrich was the king of the 125cc Intermediate class, posting a pair of runaway-victories aboard his Race Tech-sponsored Yamaha.

The first moto saw E.J. Wright explode out of the gate and nab the early lead. Andrich proved to be a bit faster, though, and powered past Wright on the opening lap. From that point on, Andrich sailed on to an easy win.

As the race wound down, a three-way battle for second developed between Wright, Steve Hengeveld and Ty Kady. Kady came to life with two laps to go and stuffed his way past both Hengeveld and Wright.

Wright, however, was not impressed by Kady's aggressive riding and parked Kady in the next turn. When the checkered flag came out it was all Andrich, with Wright a solid second. Hengeveld inherited third after the Wright/Kady confrontation, and stayed there to finish ahead of Travis Preston and Kady.

Kady stormed back to lead the first half of the second moto, but couldn't hold off Andrich. Once again, Andrich stole the lead and motored away with a resounding win. Kady held on to finish second, while Jeff Willoh nabbed third over Preston and Wright.

Brian McGavran posted a four-moto sweep in the 60cc 9-11 year-old and 80cc Novice classes. McGavran ran away with both 60cc motos while Michael Blose and Chris Torcco battled all day over second, with Blose getting the nod.

McGavran continued to perform his magic in the 80cc Novice class by handily disappearing in both races, leaving second for Jacob Machowsky and third for Trent Bragg. CN

Doug Henry (16) swept both motos in the 125cc Pro class ahead of Craig Decker (141).

Results

50 FIRST TIMER: 1. Chris Blose (Yam); 2. Brody Bolling (Suz); 3. Andrew Alcorn (Yam); 4. Rick Perez (Yam); 5. Mike Alessi (Yam).

50 STK D-1: 1. Nick Alvarez (Yam); 2. Ryan King (Yam); 3. Chad Gaumer (Yam); 4. Jason Ciarletta (Yam); 5. Daton Beavers (Yam).

50 STK D-2: 1. Francisco Cobo (Yam); 2. Nicholas Wells (Yam); 3.Daniel Taft (Yam); 4. Tommy Cochran (Yam); 5. Bradley Howe (Yam).

50 MOD D-1: 1. Cale Wallace (Yam); 2. Nick Alvarez (Yam): 3. Ross Garcia (Yam); 4. Jason Ciarletta (Yam); 5. Scott Howe (Yam).

50 MOD D-2: 1. Francisco Cobo (Yam); 2. Joel Nelson (Yam); 3. Daniel Taft (Yam); 4. Ricky Briggs (Yam); 5. Andrew Renshaw (Yam).

60 0-8: 1. Dylan Lord (Kaw); 2. Shane Bess (Kaw); 3. Jason Ciarletta (Kaw); 4. Scott Howe (Kaw); 5. Jeremy Keiper (Kaw).

60 9-11: 1. Bryan McGavran (Kaw); 2. Michael Blose; 3. Chris Torcco (Cef); 4. Geoff Radar (Kaw); 5. Scott Nelson (Kaw).

80 BEG D-1: 1. Dave Ramsey (Yam); 2. Mike Cinomar (Hon); 3. Oscar Valdez (Yam); 4. Jonathan Schultz (Suz); 5. Jason Abbott (Suz).

80 BEG D-2: 1. Nathan Newmann (Yam); 2. Erik Rogers (Yam).

80 NOV: 1. Bryan McGavran (Yam); 2. Jacob Machowsky (Yam); 3. Trent Bragg (Yam); 4. Chris Blanton (Yam); 5. Reginald Mitchell (Yam).

80 INT: 1. Andy Harrington (Suz); 2. Robby Couse (Kaw); 3. Scott Conley (Suz); 4. Jerry Aleman (Yam); 5. Erik Helman (Suz).

125 BEG D-1: 1. Mike Foster (Kaw): 2. Jay Rabjohn (Suz); 3. Bryan Lamborn (Yam); 4. Chad Norton (Kaw); 5. Cliff Cook (Kaw).

125 BEG D-2: 1. Randy Webb (Suz); 2. Zac Hybbert (Suz); 3. Kelly McDougall (Hon); 4. Leo Tidwell (Hon); 5. Pete Roles (Suz).

125 NOV D-1: 1. Dean Van Riper (Kaw): 2. Travis Louther (Yam); 3. Philip Richmond (Suz); 4. Joe Ryan (Yam); 5. Mike Litzell (Suz).

125 NOV D-2: 1. Rob Anderson (Yam); 2. Mark Crocker (Suz); 3. Joey Cirocco (Suz); 4. Keith Katz (Cef); 5. Bryan Carillo (Kaw).

125 INT: 1. Steve Andrich (Yam): 2. Ty Kady (Kaw); 3. Eric Wright (Suz); 4. Travis Preston (Kaw); 5. Steve Hengeveld (Kaw).

125 PRO: 1. Doug Henry (Hon); 2. Craig Decker (Kaw); 3. Erick Hilton (Yam); 4. Dana Wiggins (Hon); 5. Craig Canoy (Yam).

250 BEG: 1. Bryan Lamborn (Yam); 2. Cliff Cook (Kaw); 3. Kelly McDougall (Yam); 4. Kris Brauer (Yam); 5. Todd Besant (Kaw).

250 NOV: 1. Mark Higham (Yam); 2. Doug Allen (Kaw); 3. Bob Phillips (Yam); 4. Merle Hammer (Yam); 5. Pat Foster (Yam).

250 INT: 1. Lee Erickson (Yam); 2. Chris Radzinki (Yam); 3. Ty Kady (Kaw); 4. Larry Linkogle (Suz); 5. Larry Lawrence (Yam).

250 PRO: 1. Craig Decker (Kaw); 2. Anthony Amaradio (Kaw); 3. Erick Hilton (Yam); 4. Craig Canoy (Yam); 5. Peter Melton (Kaw).

500 BEG: 1. Chris Borges (Hon); 2. Jon Nixon (Hon); 3. Charlie Pallares (KTM).

500 INT: 1. Chris Radzinski (Yam); 2. Bobby Hubbard (Hon): 3. Darren Elliott (Hon): 4. Kelly Pichel (Kaw); 5. Joe Fernandez (Kaw).

500 PRO: 1. Anthony Amaradio (Kaw); 2. Willy Musgrave (ATK); 3. Kenny Olsen (Hus).

+25 BEG: 1. Eric Hameister (Yam): 2. Scott Hoffman (Yam): 3. Jeff Kiehl (Yam); 4. Kelly McDougall(Yam): 5. Gary Shoemaker (Yam).

+25 NOV: 1. Doug Allen (Kaw); 2. Terry Ducker (Kaw); 3. Donny Sievertson (Yam): 4. Eric Beingesser (Yam); 5. Ken Goldie (Yam).

+25 INT: 1. Chris Radzinski (Yam); 2. Jon Zahrt (Yam); 3. Bryan Curtis (Yam); 4. Larry Lawrence (Yam); 5. Rod Richardson (Yam).

+30 BEG: 1. Eric Hameister (Yam); 2. Scott Hoffman (Yam); 3. Jeff Kiehl (Yam): 4. Kelly McDougall (Yam); 5. Gary Shoemaker (Yam).

+30 NOV D-1: 1. Terry Ducker (Kaw); 2. Steve Donovan (Hon): 3. Ken Goldie (Yam); 4. Larry Watkins (Kaw)' 5. Donny Sievertson (Yam).

+30 NOV D-2: 1. Alan Pugliese (Yam): 2. Steve Jackson (Yam); 3. Chuck Freeman (Yam).

+30 INT: 1. Fritz Schlegal (Yam); 2. StevePiattoni (Suz); 3. Jon Zahrt (Yam); 4. Rod Richardson (Yam).

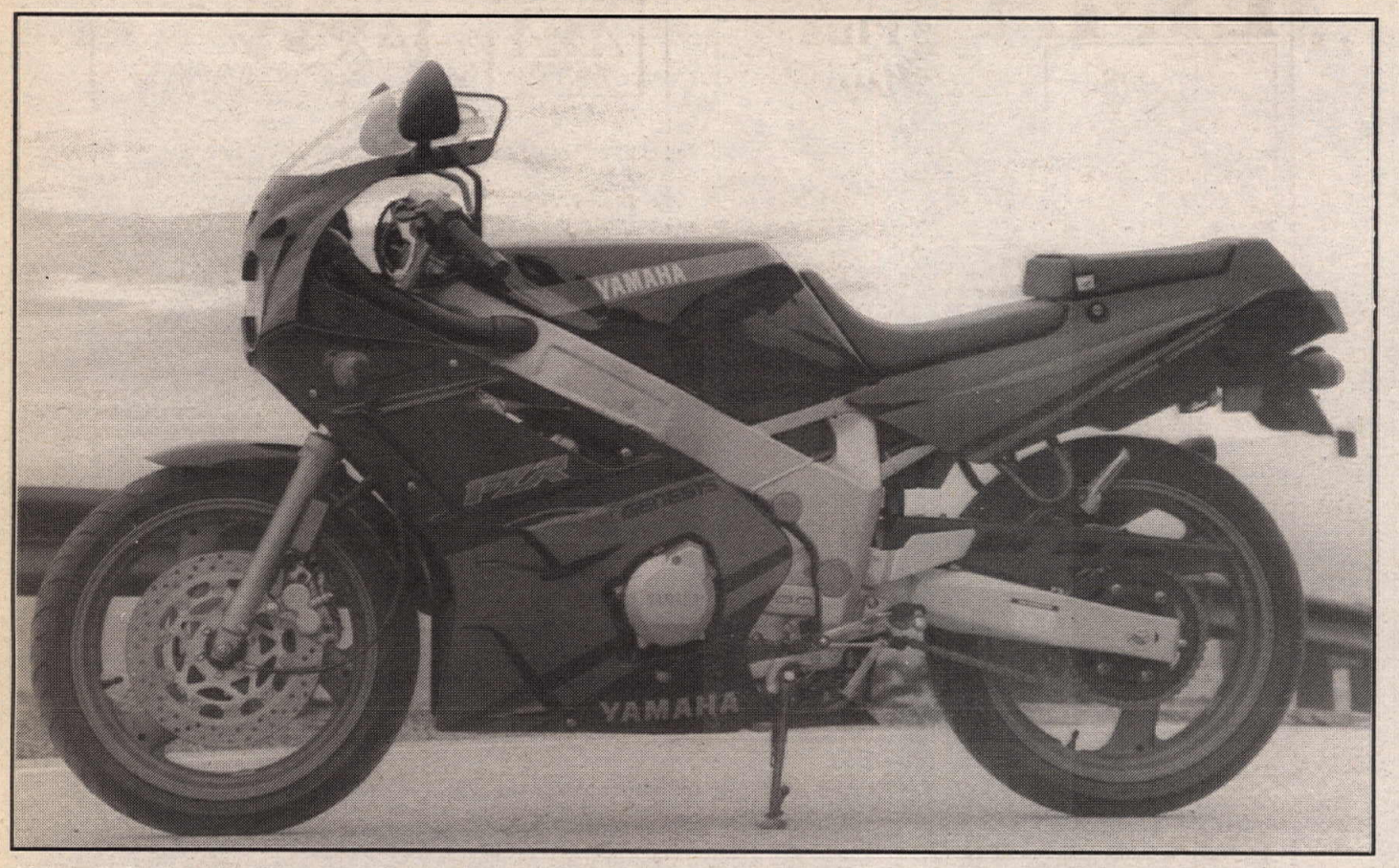
+35 NOV: 1. Steve Donovan (Hon); 2. Steve Fortune (Yam): 3. Skid Rowe (Hon): 4. Brad Sloan (Hon); 5. Pryor Campbell (Kaw).

+40 EX: 1. Carl Gazafy (Hon); 2. Adrian Mesa (Hon): 3. Jim Hanenberg (Yam): 4. Jon Miller (Yam).

+40 INT: 1. Mark Cook (Kaw); 2. Jim Lavorci (Yam): 3. Gale Webb (Hon).

+40 NOV: 1. Rich Hansen (Hon): 2. Wayne Carey (Hon); 3. John Meusling (Kaw).

WMN: 1. Jamie Pamintuan (Suz): 2. Erin Donnelly (Kaw); 3. Stacy Bremner (Yam); 4. Gale Webb (Hon).



Although the Yamaha FZR600R features only a few changes for '93, the price is still right. It's a bargain at $5299.

Yamaha's value pack

By Kit Palmer

Imagine this, you are browsing through your local Yamaha dealership checking out all the latest bikes, helmets, leathers and other goodies, when all of a sudden you hear: "Good afternoon Yamaha shoppers. If you look in the middleweight sportbike department, you'll see the blue light flashing, and that means for the next 12 months, we'll be featuring our 1993 FZR600R sportbike for the low, low price of just $5299. That's right Yamaha shoppers, just $5299. That's $600 less than the Honda CBR600F2; $900 and $500 less than the Kawasaki ZX-6 D-4 and E-1 models, and $1100 less than the Suzuki GSXR600. The FZR600R features a liquid-cooled, 4-stroke, DOHC, 16-valve Genesis engine, a computer-designed Deltabox frame and swingarm, a Monocross rear suspension, and new for '93, a black and purple color scheme, as well as the traditional white and red colors, and a dual halogen headlight. So hurry to the middleweight sportbike department and take advantage of this super-saving special while supplies last. And, as always, thank you for shopping and saving at your local Yamaha shop."

Now, wouldn't that be something? Okay, so the scenario might be a little farfetched, but the prices as mentioned aren't. Yes, it is true that the 1993 Yamaha FZR600R has a low suggested retail price of $5299 making it one of the best sportbike values of the year. This becomes even more apparent when you compare that figure to the cost of the FZR's nearest-priced class rival, the Kawasaki ZX-6 D-4, which sells for $5799. The next closest is the Honda CBR600F2, which sells for $5899, followed by the Kawasaki ZX-6 E-1 for $6199 and then the Suzuki GSXR600 for $6299. The only other 600cc bike around that is remotely comparable to the FZR is the mild-mannered Suzuki GSX600 Katana, which is actually $300 cheaper than the FZR but doesn't hold a candle to the FZR on the track or on back roads. The FZR and the air-cooled and tamer Katana might be in the same class, but they're not in the same league.

So what gives? Admittedly, the FZR600R hasn't had much spotlight time since Yamaha riders dominated the 1990 AMA/CCS 600cc Supersport Series, which was won by Georgian Dave Sadowski on a Vance & Hines FZR. At that time, the FZR600R was the 600cc class standard but has since remained fairly stagnant in terms of updates and major modifications, as Yamaha has relied on its proven but aging Genesis 16-valve engine and Deltabox chassis. However, sitting back has allowed Honda's 1991 championship-winning CBR600F2, Suzuki's recently introduced GSXR600 and Kawasaki's completely revamped ZX-6 E-1 the chance they needed to catch up and rudely push the FZR completely off the rostrum.

But what does all this mean to you and me? Well, it means that you probably won't be seeing too many Yamaha FZR600R-mounted riders win National 600cc Supersport races this year, but, more importantly, it means the FZR600R might be the perfect motorcycle for those looking to purchase a high-performance, good-handling and exciting-looking sportbike this year without having to go to your local shop with a dump truck full of greenbacks.

As mentioned, the 1993 Yamaha FZR600R is a clone of last year's model except for the dual headlights and the usual annual color and graphic changes. It still features, however, a long-stroke, four-valve-per cylinder Genesis engine, using forward angled liquid-cooled cylinders, downdraft carburetors, free-flowing straight intakes and an ultra-light valve train.

This all adds up to a high-revving engine that produces respectable power from midrange on up. Power off the bottom leaves a little to be desired, but that's not surprising for a 600cc sportbike. It is by no means a slow motorcycle overall but it doesn't pull as hard as the Honda CBR600F2 or the Suzuki GSXR600.

The lack of bottom end, combined with a fairly tall first gear ratio, requires a significant amount of clutch work when the light turns green. It needs to be revved quite high and the clutch slipped sometimes heavily in order to get the FZR rolling, unfortunately the clutch isn't up to the job. Under a moderate load, the clutch becomes grabby and just plain nasty. But while cruising down the road, the clutch works in harmony with the six-speed transmission. The FZR can also be shifted quite nicely without using the clutch.

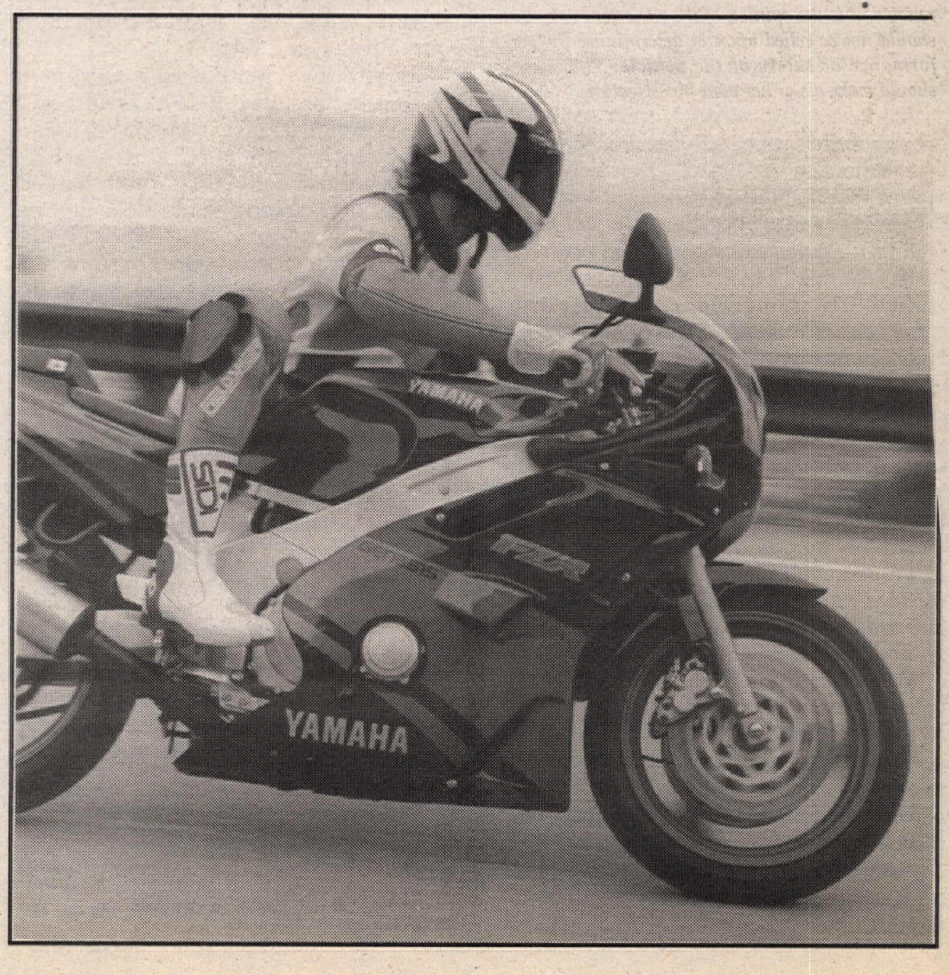
The motor is extremely cold-blooded. Trying to ride the bike before the motor is warm is asking for trouble. The engine won't rev and there's not enough low-end to get you rolling without having to slip the grabby clutch like crazy, and if you don't slip the clutch hard the engine will try to stall. It's best to give the engine plenty of warm-up time before leaving the driveway.

Once underway and warm, the engine performs well and can be a lot of fun on canyon roads. It definitely likes to be revved out, which is fine once you get used to it. But a high-frequency (revs) buzz of vibration felt in the handlebars and footpegs gets a thumbs down from our testers.

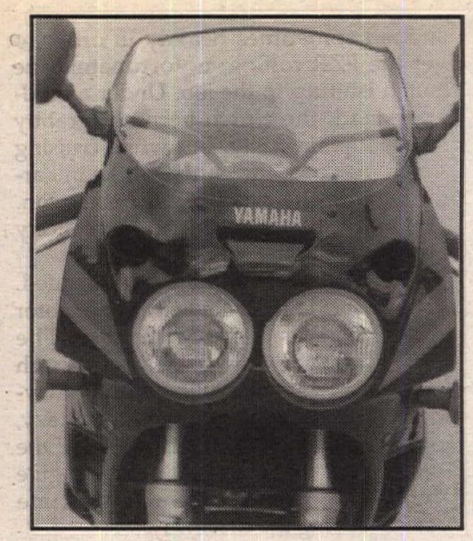
The FZR's biggest asset by far is its chassis. The bike handles extremely well, thanks to its Deltabox frame and swingarm design and overall lightweight. The FZR is the lightest bike in its class at a claimed dry weight of 395 pounds. Only the Honda CBR comes close to matching the FZR at a claimed dry weight of 407 pounds. Significantly heavier are the claimed dry weight numbers of the Suzuki GSXR and Kawasaki ZX-6 E-1 at 459 and 430 pounds, respectively. The end result is that the little FZR loves to be cranked over in the turns and does so with little or no effort by the rider. And the suspension feels very solid and firm, which also attributes to the bike's steadiness in the corners. It truly is a great handling machine.

Even slowing the FZR down for the turns is fun, thanks to the dual twin-piston front disc brakes and the single disc brake in the rear. There is plenty of power at both ends.

For a fairly small motorcycle, the FZR is comfortable even for riders pushing six feet, but even then the FZR feels very small. There's still room to slide around and no sharp edges or corners to bang your knees on.



The FZR is still one of the best handling sport bikes around. Flicking it through the corners is pure fun.



Dual halogen headlights and all-new colors are the major changes for '93.

As far as instrumentation, the FZR provides all the basic information but nothing more, not even a fuel gauge. The area around the instrument panel isn't pretty but rather crude and "plastic" looking. The new dual halogen headlight does an awesome job of lighting up the road at night and the hi-beams are extremely bright. We didn't like the mirrors one bit; they don't stick out far enough, and that means having to perform serious body twisting to see directly behind you.

Despite the fact the new FZR600 hasn't changed much over the years, it still has many strong points like its super-sharp handling and corner abilities, firm suspension, good brakes, respectable top-end power and racy looks. But perhaps its best feature is its price.

Okay, so the FZR might not be the talk of the town right now, but when you take into consideration its low price and all of its good traits, which are many, then the FZR is hard to overlook when shopping for a new 600cc sportbike.

In our opinion, the '93 Yamaha FZR600R is one of the best bargains on the sales floor right now. It's inexpensive and fun. A rare combination indeed. CN

While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*

Specifications

Yamaha FZR600

Engine type:	Liquid-cooled, 4-stroke, DOHC
Cylinder arrangement:	Transverse 16-valve 4-cylinder
Displacement:	599cc
Bore x stroke:	59.0 x 54.8mm
Compression ratio:	12.0:1
Carburetion:	Four Mikuni BDST32
Transmission:	6-speed
Front suspension:	Telescopic
Rear suspension:	Link-type Monocross
Front travel:	5.1 in.
Rear travel:	4.5
Front brakes:	11.7-in. discs
Rear brake:	9.6-in. disc
Front tire:	110/70 VR-17
Rear tire:	140/16 VR-18
Frame:	Deltabox
Seat height:	30.9 in.
Wheelbase:	56.1 in.
Ground clearance:	5.3 in.
Dry weight:	406 lbs.
Fuel capacity:	4.8 gal.
Suggested retail price:	$5299

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2 DTX 125
3 DTX 250-Open
4 50cc 4-8 Yrs Stk
5 65cc 7-11 Yrs
6 85cc 7-11 Yrs
7 85cc 12-15 Yrs
8 125cc
9 250 A
10 250 B
11 500 A
12 500 B
13 501-Open
14 Senior +30
15 Senior +40
16 Pro-Am
17 EXPERTS
18 Dinosaur Vintage • Pre '51 - 500 ohv/750sv
19 Classic Vintage • Pre '67 - 0-250cc
20 Classic Vintage • Pre '67 - 500ohv/750sv
21 Modern Vintage • Pre '74 - 0-250cc
22 Modern Vintage • Pre '74 - 251-600cc
23 Modern Vintage • Pre '74 - 601 - Open
24 QUADS 250/Open Pro
25 250/Open Amateur

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The two-day Hi-Desert 250 Dual Sport Adventure attracted more than a hundred riders to the high desert of southern California and the Trona Pinnacles.

Hi-Desert 250 Dual Sport Adventure

By Anne Van Beveren
Photo by Tom Van Beveren

RIDGECREST, CA, JAN. 30-31

The lure of two days of dual sport riding coupled with the unusual bonus of a dust-free Southern California desert drew more than a hundred riders to the fourth annual Hi-Desert 250 Dual Sport Adventure.

The Ridgecrest-based event, which is organized by Larry Langley's California Trail Rides, provided something for everyone. First-time dual sport riders praised the event's camaraderie and the challenge of the 120-miles-a-day course.

"My son and I came down from Fresno to try our first dual sport event," said Russ Martin. "It was great. We're going to be making a lot more of them."

Experienced dual sporters praised the variety of the terrain, the strategic ribboning of the course and the spectacular scenery.

Day one's 125-mile course began in the heart of Ridgecrest and headed south into a large anti-clockwise loop. Despite the chill of the morning air, most of the riders chose to hit the trail early and the start was bustling from the moment it opened at 7 a.m.

Some of the early starters regretted their impatience as they followed the route chart instructions along the pavement to the edge of town. Even at the 45 mph speed limit, the icy breeze stung their faces and cut through their riding jackets. The beginning of the dirt provided a welcome opportunity to get the blood moving and work off the chill.

The trail criss-crossed through rolling terrain as it headed south towards the hills, giving the dual sporters a chance to check their odometers against the mileages on the rollchart. The turns were more frequent than in many dual sport events and some of them needed careful attention, as riders who turned hard left at 3.5 miles instead of 3.55 miles soon discovered. Orange ribbon confirmed many of the turns and the brightly colored strands became a comforting sight as the route got more complicated.

"I got lost a lot, but it was my own fault," said Steve Culp, who was riding two-up on a Honda 650 with Lydia Welch. "I'm used to Pro Rally where you've got an intercom. I kept waiting for the voice to tell me I had a right coming up in five miles."

The terrain became more challenging as the course left the valley floor and began threading its way back and forth through the rocky trails of the foothills. A loose, rocky downhill had a few novice riders bulldogging their bikes near the 30-mile mark, and the long, slow climb up the winding rocky uphill that followed put even some of the seasoned riders on their heads.

The first day held other surprises too, including two secret checks where the riders drew playing cards to add to the poker hand they'd begun at the start of the ride.

"We'd passed some hunters with rifles out there, then we find these guys out in the middle of nowhere, standing beside their jeep flagging us down," said Paul Flanders. "We were wondering whether we should stop, but then they flashed a pack of cards at us and we knew they were part of the ride."

Day one's lunch stop was at a cafe in the historic mining town of Randsburg. An early start coupled with a fast ride put some riders in town before the cafe opened at 10 a.m. Most grabbed a snack at the gas stop two miles down the road and headed straight into the second half of the course, which made a fast-paced loop northeast to the Trona Pinnacles.

"The pinnacles were definitely cool. The scenery was great," said Honda pilot John Peterson.

Gray clouds that brought rain to Los Angeles started to close in as the riders followed rolling trails back towards Ridgecrest, but the threatening skies did not amount to anything and the streets were still dry when the dual sporters returned to town. Fresno's Don Simone gave day one a "10" for its lack of pavement. "We had two sections that were about five miles each. Out of 120 miles, that's really good," said Simone.

Simone disagreed with some of the riders, who said the course did not hold enough challenge.

"I don't think it was too easy; by the same token, they didn't throw in anything really nasty. All skill levels could find enjoyment out there today," said Simone.

Honda XR600 pilot Steve Brunelle agreed. "I've raced all my life - I still race the Baja races, but this is not supposed to be that intense," said Brunelle. "It's like going trail riding, only better. It's that much fun - you get to see different country and hang around with your friends afterwards, but the serious part is eliminated. You don't have to figure out where to go and you know where the next gas is."

The dual sporters celebrated the end of the first day's ride with a banquet dinner and prize giving that included awards for the top poker hands of the day and a drawing for motorcycle-related products provided by the event's sponsors, which included White Brothers, Progressive Suspension, Duralube and Flanders.

The highlight of the evening was the drawing for a Suzuki DR350S.

"If you rode an event last year, your name went into the hopper for the bike drawing," explained organizer, Larry Langley. "We had five rides, and your name went in once for every one you did."

The bike went to Doug Johnson, who got the good news in a telephone call the following day.

The evening's festivities ended early as the riders headed back to their motels to prepare for day two. Many hoped to be home in front of the television in time to catch the Superbowl kickoff, so the second day's ride got underway just as early as the first. The dual sporters made good time as they followed day two's route chart west to the Los Angeles Aqueduct, then south past Dove Springs to the lunch-stop at Bonk's Jawbone Canyon Store.

Some riders were disappointed that the route did not include a run through the nearby mountains, which were cut out of the route due to snow and permit difficulties with private property.

A fast powerline road that the route followed for 10 miles also received mixed reviews. Larry Woodruff called the section "heaps of fun - just pitch it and go," but David Hammond got off the road and rode a rougher route to one side.

"To be going down powerline roads at 60 or 70 miles per hour in the dust isn't fun," said Hammond. "But if you got off the trail and paralleled the real course it was okay." Honda pilot Skip Crew kept getting off course too, but his detours were not planned. "I ride with one hand on the throttle and the other hand over my goggles. I get lost every time I go out," said Crew. "But I'm having a great time."

The route headed back to Ridgecrest via an easy/hard split at Last Chance Canyon and a run down Mormon Gulch, then followed Saturday morning's course backwards to the finish.

Terry Nichols, whose last ride had been the SCORE Baja 1000, summed the weekend up as "...a lot of fun. It wasn't as challenging as last year, but after racing Baja, it all seems easy now," said Nichols. CN

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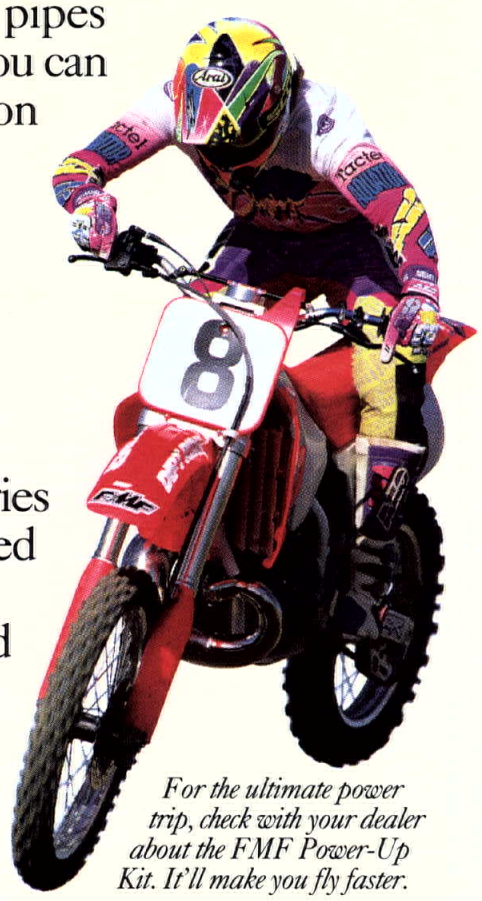

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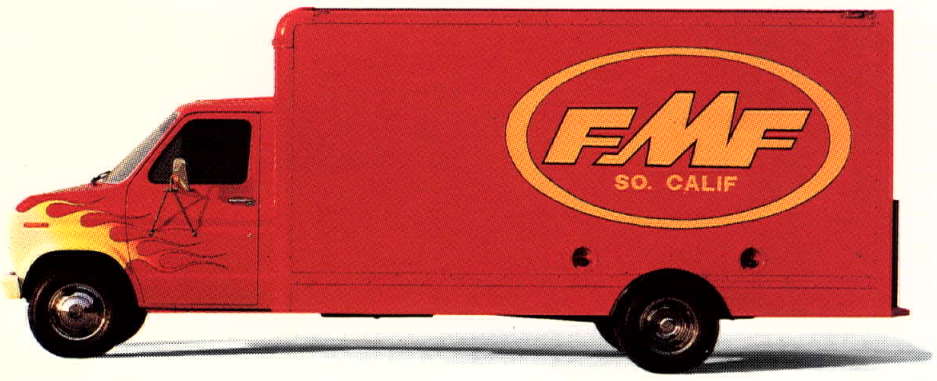

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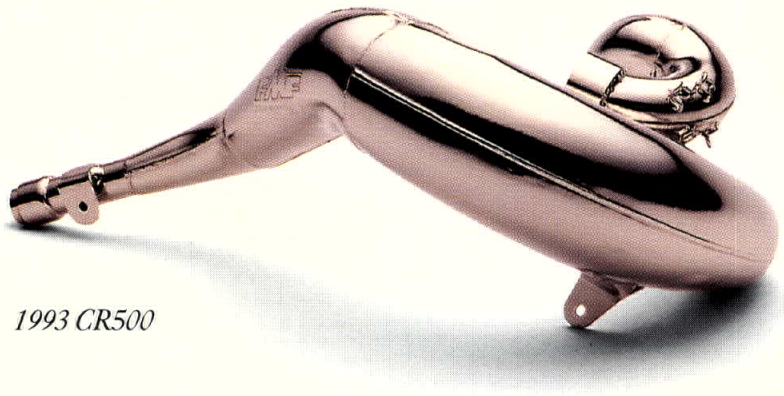

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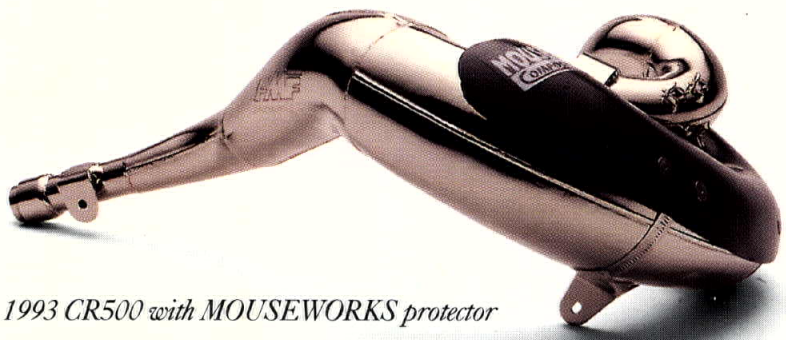
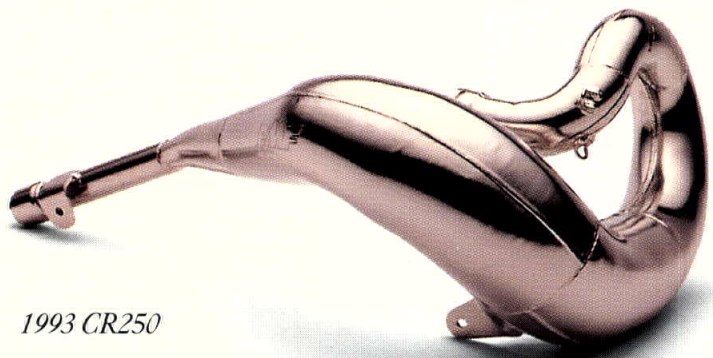
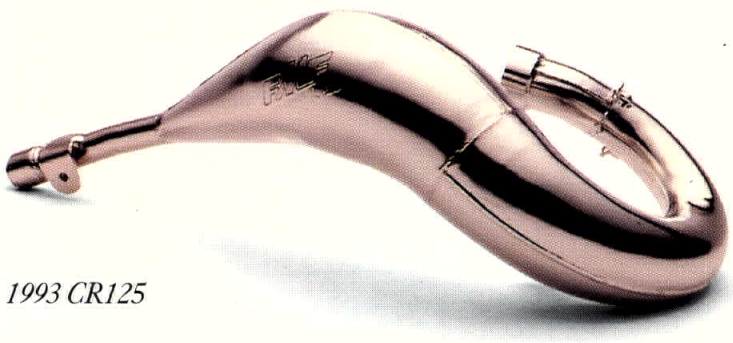


1993 CR500 with MOUSEWORKS protector



1993 CR250



1993 CR125

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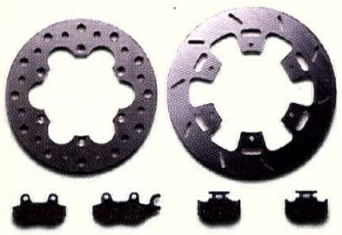
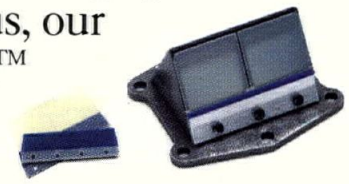


New for 1993 are the works-style Braking® disc and pads used by National and World Champions.



The FMF Ram Valve with Dual Tension reeds drastically improves low- and mid-range torque.

BACK BY POPULAR DEMAND.

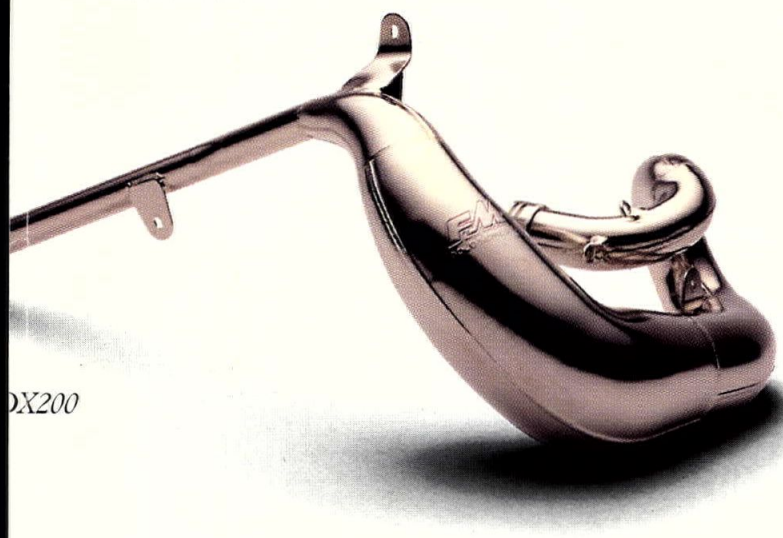
To celebrate our 20th year in the performance business, we've produced a limited edition FMF Race Wear line that features the classic FMF oval logo. Plus, we have all-new caps, T-shirts, stickers, sticker kits and other Team FMF race apparel.

For 1993, we have a complete line of totally new T-shirt designs. Starting with the commemorative 20th anniversary logo on a high-quality, 100% cotton T-shirt.

You asked for it. And it's here! The classic FMF oval logo is available on black and white T-shirts. Large logo is on front; small logo on back.

1993 KX80

Limited edition letterman's-style jacket with small FMF logo on chest, 20th anniversary logo on sleeve and large FMF oval logo on back.



DX200

(Left) Casual shorts with FMF logo. Now you can lounge in style.
(Below) Classic caps with all-new graphics and colors.

1993 KTM250

Show your true colors with the 1993 FMF GPMX T-shirt.

lth.™
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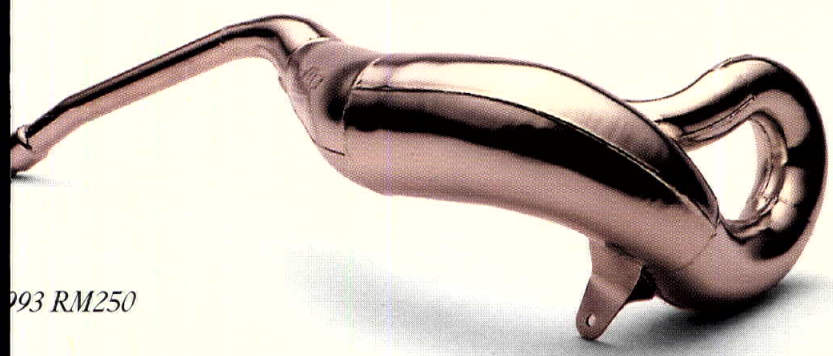
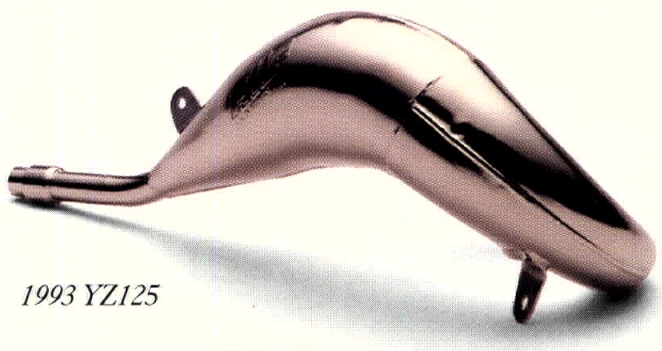
OK. We have the mondo sticker selection; classic FMF ovals in the genuine colors, plus all kinds of others in multi-colors and in black & white. Not shown but now available are front-fender Team issue stickers and totally cool sticker kits.

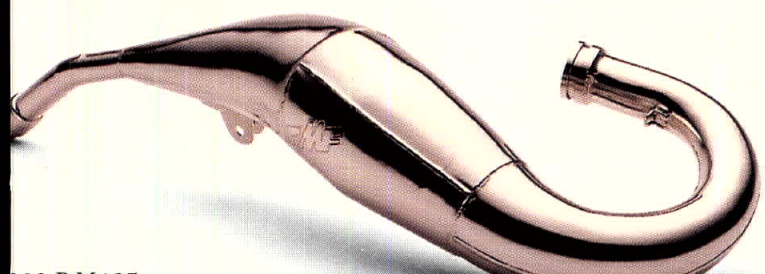
NOW THAT YOU KNOW WHAT TO BUY, YOU HAVE TO PICK WHAT TO BUY.



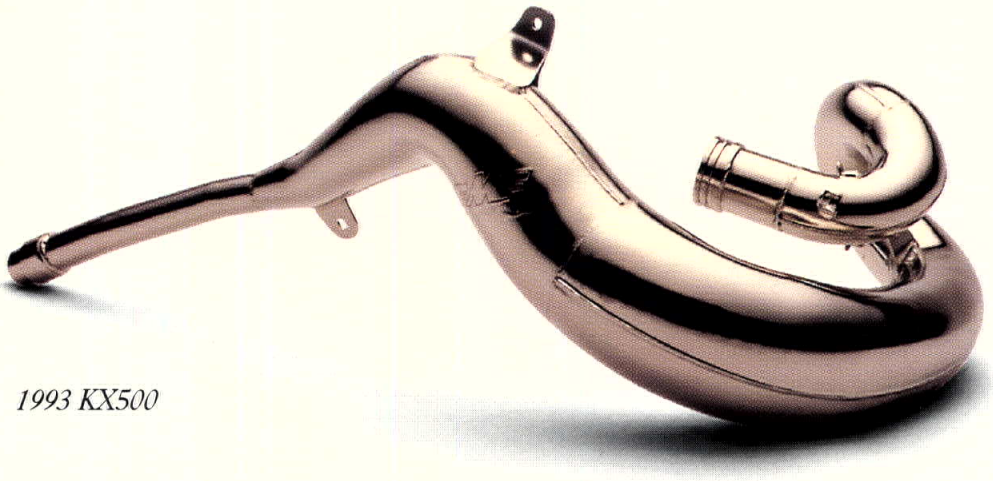
993 RM250



1993 YZ125

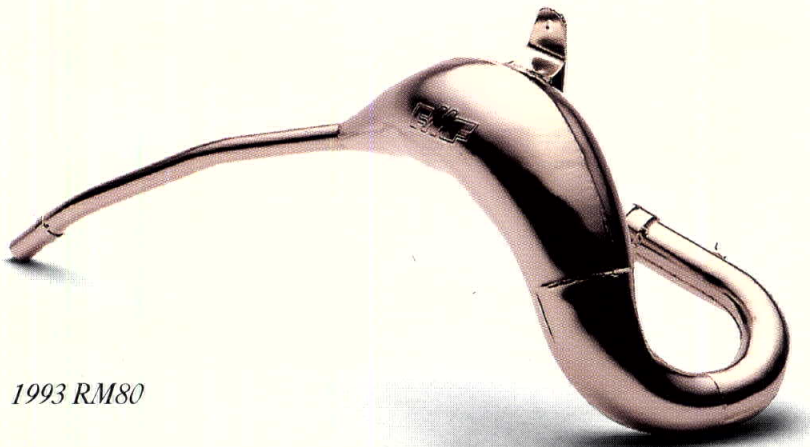


993 RM125

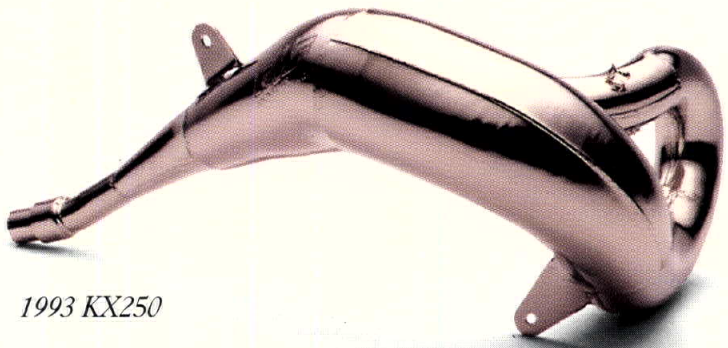


1993 KX500

1993 KI



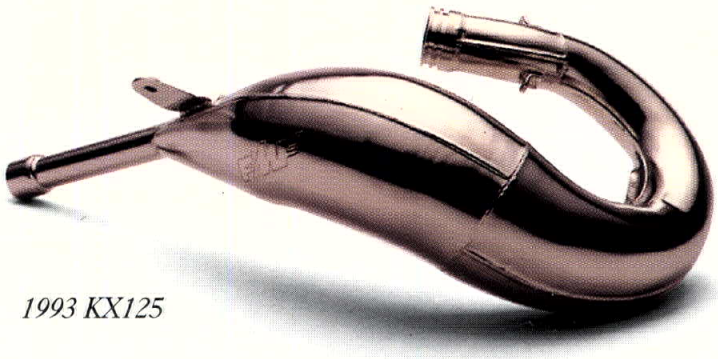
1993 RM80



1993 KX250

The all-new Stea
It's quiet and fas

1993 YZ250



1993 KX125

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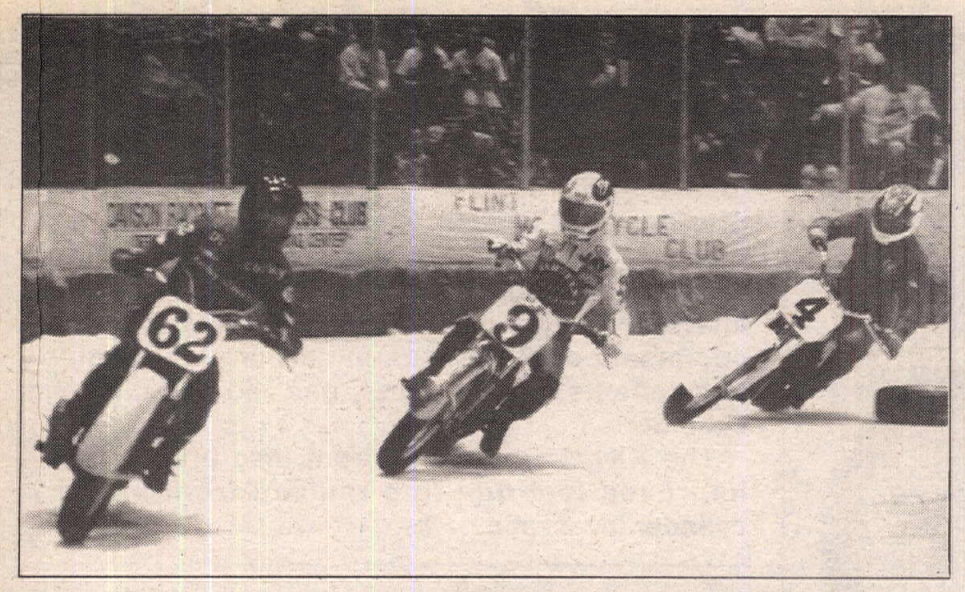
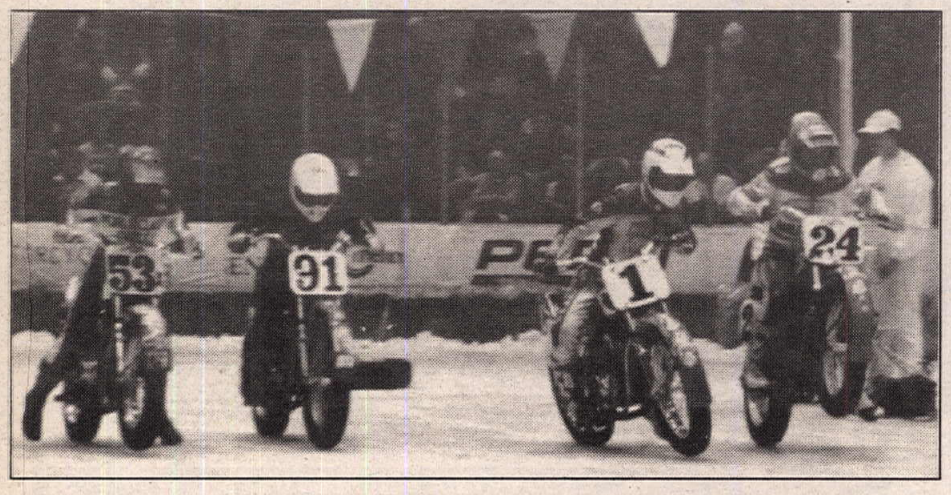
Action shots taken by Mark Kariya courtesy of DIRT RIDER magazine.



Corky Keener (62), Jay Springsteen (9) and Bart Markel (4) diced during a heat race.

Dan Ingram (1) launched off the starting line ahead of Bryan Villella (24), Jack Mayer (91) and Ron Forstner (53). Ingram rode to the victory in the main event.



After starting on row one, Robert Drew slithered to the win at the Anaheim Ultracross.

IMA Stadium Indoor Ice Race

Ingram flies to Flint win

By Grace DiBenedetto

FLINT, MI, JAN. 30

Four-time Indoor Ice Race Champion Dan Ingram ran away with the main event win at the 33rd Annual Big Brothers/Big Sisters Charity Ice Race in IMA Stadium, making his score for the season two for two, and moving closer to a fifth number-one plate.

A capacity crowd turned out to watch the action, and the 4500 available seats were filled before the first heat left the starting line. Many fans, finding themselves locked out in the cold, paid the $15 for a pit pass so they could catch the action. According to Ethel Bolis, Secretary of the Flint M.C., it was the first time in 13 years that the event has completely sold out, and the club expects to donate $8000 to $12,000 to the charity.

While Ingram won the main event, Chuck Springsteen collected the cold cash in the Kenda Dash for Cash, picking up a $1,000 check from Phil McGrew of Motorcycle Tires and Accessories. The event pitted the six riders with the most points against each other in a six-lap, winner-take-all sprint.

Riders pulled out all the stops from the green light on. Springsteen wheelied out of the hole in first, but Ingram squeezed by into the lead around turn one. Springsteen got a split-second taste of the lead on lap two, but Ingram immediately retaliated and was back on point. Ingram held the lead for another lap, when Springsteen plowed through around turn four and knocked Ingram hard enough to send him to the back of the pack. Ingram was going for broke when he caught Bryan Villella's rear wheel while coming into the white-flag lap, knocking himself down and out of the money. This left Springsteen to cross the line unchallenged, two lengths ahead of Don Estep.

Corky Keener, Bart Markel and Jay Springsteen put on a fast and furious exhibition race aboard their 600cc motorcycles. Keener and Markel collided out of turn two on the second lap, bringing out the red flag. On the restart the veteran riders had the fans in an uproar as they took turns leading the way, changing position at least once every lap. It was Markel who changed the final order on the last trip around the back stretch, elbowing his way through and taking the checkered flag with only inches to spare, as the three came down to the wire peg-to-peg.

Cory McDermitt won the special 50cc exhibition class, picking up some extra spending money from Scott and Mike Parker, who generously donated a combined $150 purse for the mini race.

Villella started out right in the first heat of the regular competition, picking up his first of three wins with Ingram following him across the line.

Round two saw Springsteen score his first of three heat wins, while Eric O'Boyle was left stranded when his Honda began to cough, and then quit on the white-flag lap. O'Boyle was sharing the bike with brother Doug, and the two had to borrow bikes for the rest of the night.

Brian Hardin caused two separate restarts by first jumping the gun and then shoving Duane Stanick into the wall. Four laps into the second restart, Hardin rounded turn four with his tire scraping Doug O'Boyles left leg, and grabbed the checkered flag with no room to spare. O'Boyle was left in second with an ice stud-damaged boot.

Mark Wyskiel easily won the fourth heat after rookie rider L.J. Schaidt blocked everyone's path, giving Wyskiel all the room he needed to glide to the wire.

Villella made it two for two the next time around while Schaidt again slowed things down in round six when he hit the brakes while coming around turn one. This left Duane Stanick and Don Estep with nowhere to go but over the top of him. Estep managed to bounce back off a tire in the upright position, but Stanick went down. The race was red-flagged, and Ingram got the holeshot on the restart and went on to his first heat win.

Doug O'Boyle made the right choice, borrowing Craig Pickett's bike for the next round and winning easily.

The 10th heat saw Ingram take out teammate Mark Wyskiel in turn two of the second lap, bringing out the red flag and the loud disapproval from the crowd. Wyskiel came knocking on Ingram's back door after the restart, but the return favor was cut short when Eric O'Boyle's borrowed bike quit on him and the red flag came out once again. Wyskiel couldn't get close enough for any real pay-backs on the final restart, and had to settle for second place behind Ingram.

Schaidt brought out the red flag in the next round, crashing into the hay bales right out of the hole. Referee John Zwerican gave the riders a chance to regroup, bringing out the next heat rather then restarting immediately.

In round 12, Duane Stanick chased Craig Pickett around the hockey arena, playing follow the leader for four laps.

The 11th heat was again lined up in the chute, and it looked like Chuck Springsteen would go three for three, but Jack Mayer had other ideas. Springsteen opened the door a crack on the white-flag lap, and Mayer cut a path right down to the checkers.

After an intermission, Villella cruised to his third victory in as many outings.

Ingram and Springsteen met on the ice for the first time in round 18, with Ingram staying one step ahead all the way around the rink. Duane Stanick then picked up his first heat win on indoor ice with a wire-to-wire win, beating fellow Polka Dots M.C. member Mayer to the flag.

Hardin locked onto Estep's leg in the next round but Estep turned the tables, shaking Hardin off his leg and sending him flying into the hay bales.

In the next round, Wyskiel stayed down to catch his breath after bouncing hard off the wall. Springsteen took his third win in his final heat race on the restart.

Ingram was up next for his final heat and, not to be outdone by Springsteen, stuffed Hardin into the wall to take the lead on the white-flag lap. Ingram's win gave him one more point than Springsteen and put him on the pole position for the main.

Estep earned enough points with a win in his last time out to put himself in the final. Doug O'Boyle also posted a win in the last qualifying round, besting brother Eric by stealing the lead on the final lap and throwing his right leg up to mockingly block his little brother.

It took three restarts and an argument with Estep before starter Larry Schmid realized that there was something wrong with the starting light in the main, but no one was on the penalty line for the fourth restart. Ingram got the holeshot with Springsteen and Villella in tow, but lap two saw Doug O'Boyle sliding upside-down along the front wall, bringing out the red flag for yet another restart. Ingram again took the point with Springsteen following, but another red flag flew at the halfway point as third place Wyskiel got too close to the wall and went down.

With half the race over, riders were staggered for the sixth restart. Ingram again took the lead, while Springsteen got caught up in traffic and never made it back up into contention. By the time Ingram hit the finish line for the win, Springsteen had worked his way up to third behind runner-up Villella.

Results

50: 1. Cory McDermitt (Yam); 2. Taylor Knapp (Suz); 3. Robbie Wheeler (Yam); 4. Bryan Smith (Yam); 5. Steve Murray (Yam).

MAIN: 1. Dan Ingram (Hon); 2. Bryan Villella (Hon); 3. Chuck Springsteen (Hon); 4. Jack Mayer (Hon); 5. Don Estep (Hon).

PRO CHALLENGE: 1. Chuck Springsteen (Hon); 2. Don Estep (Hon); 3. Bryan Villella (Hon); 4. Doug O'Boyle (Hon); 5. Jack Mayer (Hon).

See the 1993 Kawasakis At

1993 KAWASAKI KX125-J2

The 1993 KX125 features a lighter frame for greater agility coupled with engine enhancements offering better performance all across the rev range.

Improved throttle response, reduced flywheel effect, and better detonation control result from a combination of changes in carburetion, engine components, engine ports, and the combustion chamber.

The KX125's hydraulic front disc brake offers improved feel due to a revised front master cylinder lever ratio.

1993 KAWASAKI KX80-R3

New graphics decorate the 1993 KX80.

The standard version KX80-R3 features a slightly stiffer front fork, while the "big wheel" KX80-T3, with its upside down 36 millimeter fork, has minor changes in the return springs to reduce initial harshness.

Equipped with an 82 cc two-stroke single-cylinder liquid cooled engine and digital ignition, the KX80 delivers the performance to run hard and win motos.

1993 KAWASAKI KDX200-E5

The 1992 Kawasaki KDX200 qualifies as the ideal enduro bike, fully outfitted for trail riding. Hand covers, odometer-tripmeter, and low-expansion brake lines are among the full complement of rugged components. Off-road lighting is standard. The KDX200 features an engine guard, quick change rear wheel, tool bag, and separate clutch cover for easy servicing.

The only change for 1993 is to give the KDX200 a 41 millimeter inverted cartridge front fork, strengthening this machine's rough-trail handling prowess.

The exhaust system features a U.S. Forestry Service approved spark arrestor and silencer.

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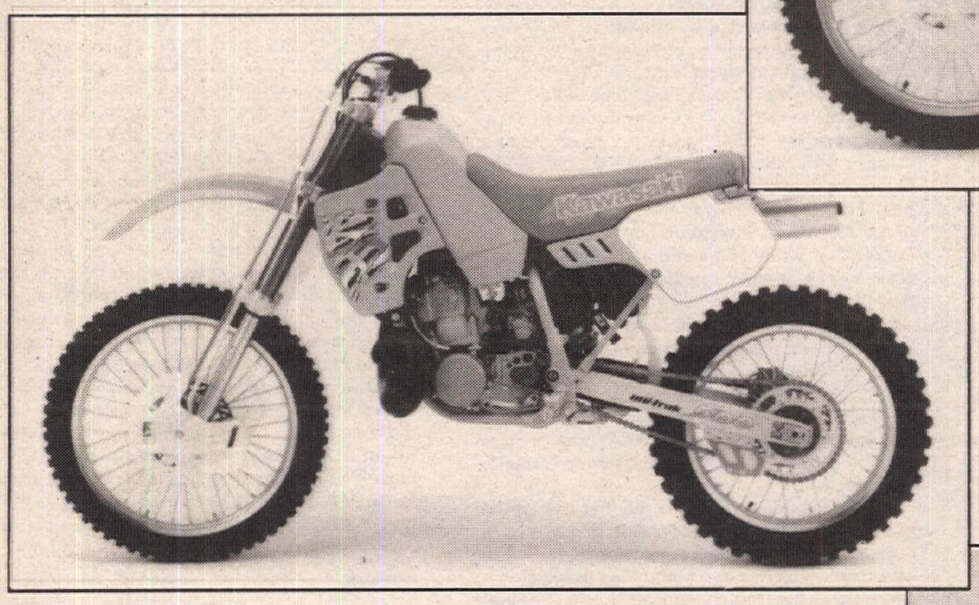
1993 KAWASAKI KX250-J2

The 1993 Kawasaki KX250 adopts the weight-reduction techniques of the KX125, making the frame lighter yet equally rigid for improved handling.

Engine and carburetion changes enhance power across the rev range. Among the most notable changes, the KX250 adopts the guillotine-type KIPS valve, providing more accurate port control and better performance all around.

Engine compression ratios are slightly reduced, while a combustion chamber redesign aids detonation control. Reduced flywheel effect allows quicker acceleration.



1993 KAWASAKI KX500-E5

If you look carefully, you'll notice a narrower front fender on the 1993 Kawasaki KX500-E5, an aid to weight reduction.

The KX500 gets a semi-floating front disc brake along with new graphics. For the most part, though, it's a proven performer needing few changes.

The powerful liquid-cooled 499cc two-stroke engine is equipped with the Kawasaki Integrated Powervalve System (KIPS) and capacitor discharge ignition with electronic timing advance. A semi-double cradle, high-tensile steel frame provides strength and agility.

1993 KAWASAKI KDX250-D3

The KDX250-D3 is built around a tubular steel perimeter frame, providing superior torsional rigidity and improved mass centralization for a lower center of gravity.

UNI-TRAK® rear suspension provides high compliance on small bumps and increasingly stiffer resistance to larger impacts to avoid bottoming. Hollow front and rear axles lessen unsprung weight, and the aluminum rims have straight-pull spokes.

The 249cc two-stroke single cylinder engine is derived from the KX250 motor, with reduced compression ratio for a wider powerband. The KDX250's exhaust system includes an aluminum silencer and U.S.F.S. approved spark arrestor.

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LOCAL EVENTS

Shaun Martin (7) crossed a stream at Brune Creek, while Clifford Goertz (11) followed.

MTEG Stadium Off-Road Series: Round 1

Drew destroys Anaheim

By Dave Burgess

ANAHEIM, CA, JAN. 30

In what could only be described as a survival race, Robert Drew piloted his Kawasaki KX250 to a wire-to-wire main-event win in front of 56,000 people at the MTEG Ultracross in Anaheim Stadium.

Race organizers made every effort to preserve the track, but a steady rain began falling as the event began, and as the motorcycles took to the track the rain turned into a torrential downpour.

At the start of the first qualifying heat, Suzuki-mounted Rich Truchinski shot into the early lead, but surrendered it to Yamaha rider Craig Canoy before the completion of the first lap. Jim Holley was in third on a Yamaha, with Tracy Monterone running fourth, also on a Yamaha.

Truchinski began having trouble in the mud and started to drop back. Holley took command of second place, with Gordon Ward moving past Monterone for third. On the move from his back-of-the-pack starting position was Noleen Yamaha's Larry Brooks, who was the only rider brave enough to attempt a 70-foot double jump in the slippery conditions.

"I did it (the jump) to make time on the other guys, but it's getting a little hairball in the mud," said Brooks. By the halfway point, Brooks had worked his way into fourth place behind Ward.

The leading Canoy seemed unconcerned with the action behind him, as he continuously hit his lines and rode error-free. Brooks slid past Ward for third, and reeled in Holley, but was unable to challenge for second as the track had started to become one-lined.

Canoy took the win ahead of Holley and Brooks, with Ward fourth and Scott Myers in fifth.

"I just tried to keep traction on the ground and pick good lines," said Canoy.

Mark Brooks led the way for the second heat, with Ryan Carlisle and Shaun Kalos in tow. The midpack battles were intense, as only the top 10 riders from each heat would qualify for the money-paying main event. As the pack began to sort itself out, Carlisle hit the afterburners and blasted by Brooks for the lead. Kalos was the next rider to get by Brooks, who seemed to be having a hard time with the mud, and began dropping back.

Carlisle continued to lead ahead of Kalos and Chris Ridgway, but Jani Sitar forced his Honda into fourth and began pressuring Ridgway. Sitar made a daring move in the soup to pass for third, but Kalos waited until the white-flag lap to make his move, and powered by Carlisle. Once out front, Kalos sailed home the winner over Carlisle, Sitar and Ridgway.

"I'm not used to riding in the mud," said Kalos, "But I always seem to do good in it."

Despite finishing seventh in heat race number two, Drew found himself sitting on the pole position for the start of the main event. The ultracross format uses a two-abreast starting line which inverts the heat-race finishes, putting the faster riders in the rear. This front-row starting postion would prove critical for Drew, as track conditions began deteriorating with the constant downpour of rain.

As the starting tapes flew, Drew stormed into the lead and never looked back. Truchinski worked his way into second, with Scott Myers third. Larry Brooks moved his Yamaha into fourth, and he and Myers began to pressure Truchinski, who lost his front end when he began to feel the heat. Myers slammed into Truchinski's downed Suzuki, and promptly dropped his KX. Myers remounted quickly, but not before Brooks got by.

The only rider who seemed to have no difficulty passing in the mud was Dirt Squirt/Thor-backed Tony Amaradio. By luck of the draw, Amaradio was forced to start on the very back row, and miraculously passed 11 riders to hold down ninth by the end of the race.

Out in front, Drew was enjoying a very comfortable lead, and there was no way Brooks could make up time on the 20-year-old from Simi Valley, California. Brooks was a solid second, with Myers secure in third.

The Kawasaki of Simi Valley/O'Neal/Stiffie/Act-backed Drew took his first-ever main event checkered flag, followed by Brooks, Myers and Holley.

"I had a stroke of luck, sitting up front at the start," said Drew. "I figured, 'If I'm going to win one of these, I'd better do it now.'" CN

Results

ULTRACROSS: 1. Robert Drew (Kaw); 2. Larry Brooks (Yam); 3. Scott Myers (Kaw); 4. Jim Holley (Yam); 5. Ryan Carlisle (Kaw); 6. Rusty Holland (Suz); 7. Shaun Kalos (Yam); 8. Craig Canoy (Yam); 9. Tony Amaradio (Kaw); 10. Tracy Monterone (Yam).

Cardwell cards well at Brune Ranch Hare Scrambles

By Bob Windham

COLUMBUS, TX, JAN. 24

Steve Cardwell capitalized on a poor decision by Clifford Goertz to win the AA class at round six of the Tucker-Rocky/Acerbis/Dunlop/MSR/Answer/Sidi/Tsubaki/Silkolene/Race Tech/Tex MX News-sponsored AMA Texas Championship Hare Scrambles Series, held at Brune Ranch.

A severe weather alert on Saturday brought only a few drops to an already-soaked course. The 4.8-mile route consisted of short sections of tight woods, connected by open stretches of pasture land. Eight creek crossings were used in the more technical woods sections.

The morning's support race enjoyed the best conditions, as some soft areas went away quickly. Most of the action was close, as less than a minute separated the top three places in the Open C class, with Carl Zimmerman finishing first. Fifteen seconds was the margin of victory in the 200cc C division, with Steven Selman edging out Lee Jordan. One of the area's top Junior-class riders, Jeremy Buckley, succumbed to a first-lap crash.

Dan Konicke was a runaway winner in the Senior B class, putting a lap on the second-place finisher, Randy Cook. Terry George, Dennis Smith and Cook all made runs at Konicke, but were slowed by deteriorating course conditions. Gayle Culpepper conquered the Women's class by a close margin of 42 seconds over Danielle Lindeman.

AA class riders occupied the first row of the main event's starting field. Racing grudges have appeared as the season has developed, as Shaun Martin and Goertz have both failed to log a win. Martin was the lead charger off the start, enjoying a sizeable lead for three laps.

During the fourth lap Goertz made a hard charge to the front, pulling Dunlop/Yoko-sponsored Cardwell along in his wake. Goertz' race was shaping up to be one to remember. During the last three laps, Goertz sealed his fate, not wanting to pit for fuel and relinquish his narrow lead over Cardwell. His pit crew did everthing but erect a barricade on the course in an attempt to get him to stop. Cardwell's charge was rewarded, as Goertz' tank ran dry one third of a lap from the end.

Other classes were also shuffled, as series top A rider John McLemore was slowed by a flat, requiring a change in the pits. Gary Windham roosted to the front of 200cc A division, only to suffer a high-side in a muddy-but-fast open section. Clint Woods took advantage by grabbing the lead and the win.

Four-stroke rider David Culpepper had the most dramatic lead loss when he plummeted almost 20 feet off an embankment, nearly making splashdown in the Colorado River. B-class rider Dale Konicke raged into the A-rider ranks, missing fifth overall by just 12 seconds. His finish put a lap on the nearest B rider.

The shinning star was overall A winner, Mark Childre, who was riding in the Vet A class. Childre had mastered the course, and was the only A rider to log as many laps as the top AA finishers.

The day's event hosted some fine family racing, with father/son teams Steve and Calvin Cardwell, Dan and Dale Konicke and John and Michael Moore all scoring first-place finishes in their respective classes.

Results

AA: 1. Steve Cardwell (Yam); 2. Shaun Martin (Yam); 3. Clifford Goertz (Hon); 4. Doug Paley (Kaw); 5. Mark Goertz (Hon).

O/A A: 1. Mark Childre (KTM); 2. Clint Woods (Hon); 3. Derek Wedding (Hon); 4. David Culpepper (Hon); 5. John Moore (Hon).

OPEN A: 1. John Cartwright (Hon); 2. Shane Wills (Hon).

200 A: 1. Clint Woods (Hon); 2. John Mc Lemore (Suz); 3. Jeremy Stockton (Kaw); 4. Gary Windham (Kaw).

VET A: 1. Mark Childre (KTM); 2. John Moore (Hon); 3. Jeff Wilson (Yam); 4. Randy Young (Kaw); 5. John Maldonado (Hon).

SR A: 1. 1. Mike Bradshaw (Yam); 2. Nick Nickelson (Kaw); 3. Hank Nowak (KTM); 4. Howard Juckett (Kaw).

4-STRK: 1. Derek Wedding (Hon); 2. David Culpepper (Hon); 3. Shane Osborn (Hon); 4. Jeff Solinger (Hon); 5. Grant Morgan (Hon).

OPEN B: 1. Todd Tarver (KTM); 2. Dave Martin (Hon); 3. James Harp (Kaw); 4. David Fugler (Kaw).

250 B: 1. Dale Konicke (Hon); 2. Kevin Counsil (Yam); 3. Mark Vickers (Suz); 4. Stuart Edwards (Suz); 5. Tom Gates (Yam).

200 B: 1. Jimmy Quick (Yam); 2. Mike Walker (Kaw); 3. David Mildren (Kaw); 4. Mike Villemarette (Kaw); 5. LeRoy Shaw (Kaw).

125 B: 1. Michael Elshout (Kaw); 2. Jim Clark (Hon); 3. Brian Broussard (Hon); 4. Steven Harp (Hon); 5. Steven O'Leary (Hon).

VET B: 1. Guy Wurst (Suz); 2. Larry Buckley (Hon); 3. Eddie Harrison (Yam); 4. Dan Aitken (Kaw); 5. Derry Blish (Kaw).

SR B: 1. Dan Lonicke (Hon); 2. Randy Cook (Yam); 3. Terry George (Kaw); 4. Dennis Smith (Yam); 5. Eddie Mullins (Kaw).

S/SR: 1. Calvin Cardwell (Kaw); 2. Frank Hess (Yam); 3. Bill Canion (Hus); 4. Roger Leedy (Hon).

OPEN C: 1. Karl Zimmerman (Hon); 2. Craig Pingleton (Hon); 3. Paul Feret (Yam); 4. Marty Alberton (Yam); 5. Harvey Gartley (Hon).

200 C: 1. Steve Selman (Kaw); 2. Lee Jordan (Kaw); 3. Bill Holland (Hon); 4. Frank Critchett (Yam); 5. Todd Whitherington (Kaw).

JR: 1. Brian Mullins (Kaw); 2. Travis White (Yam); 3. Brian Canlon (Hus); 4. Clint Dale (Kaw); 5. Jason Thompson (Yam).

80: 1. Chris Thompson (Suz); 2. Jason Sperry (Kaw); 3. Michael Spohn (Suz); 4. Brian Johnson (Hon); 5. Jason Freidrich (Hon).

WMN: 1. Gayle Culpepper (Suz); 2. Danielle Lindeman (Kaw); 3. Carolyn Davis (Suz).

60: 1. Sean Roden (Kaw); 2. Brent Klima (Kaw); 3. Waylon McCulloch (Kaw); 4. Travis Quick (Kaw); 5. Hank Hanson (Kaw).

50: 1. Michael Moore (Yam); 2. Freddy Dyer (Hon).

Stites sails to Florida Trials win

By David C. Polson

HERNANDO, FL, JAN. 17

Jack Stites scored the victory in the Expert class at West Coast Club's Florida Observed Trials, which was sanctioned by the Florida Trials Association.

Members of both groups worked overtime to cut seven new sections and put on one of the most demanding trials events of the season. The site was once a mine and quarry area, and many of the near-vertical pit walls still remain. In addition to the usual technical challenges provided by logs and rocks, the event sent riders up and down some of the tallest ledges many riders had ever negotiated. There was plenty of "free-falling" and "free-flying," especially in the Expert class.

Brock Sattelmeier was a close second to Stites, and Del McKinney edged veteran Dave Hulse for the win in the Advanced class, with Mike Bell taking first place in the Intermediate ranks. Dave Polson was just a few dabs back for second in the Intermediate division.

Though he didn't do quite as well as his father Mike, six-year-old beginner Steven Bell did an amazing job of contesting the event on his mini Yamaha. Aggressive and balanced, Steve Bell had some of the older riders watching in disbelief, and if he got stuck, father Mike would simply pick up his son and the bike, and carry them to the exit of the section.

Results

BEG: 1. R. Beadle; 2. A. Stites; 3. C. Dahlstrom; 4. S. Bell.

NOV: 1. J. Spitzer; 2. S. Therrien; 3. C. Florin; 4. B. Ellerbee; 5. T. Ham.

INT: 1. M. Bell; 2. D. Polson; 3. D. Edwards; 4. S. Waller; 5. M. Senner.

ADV: 1. D. McKiney; 2. D. Hulse; 3. M. Waller; 4. C. Hall; 5. D. Davis.

EX: 1. J. Stites; 2. B. Sattelmeier; 3. C. Walker; 4. S. Stone.

SR A: 1. G. Edwards; 2. B. Short; 3. R. Pion; 4. B. Florin; 5. B. Catogni.

SR B: 1. B. Marren; 2. C. Hall; 3. D. Young.

Bruce, Alves score San Jose Enduro-thon wins

By Bill Spencer

SAN JOSE, CA, JAN. 24

Joe Bruce and Ricky Alves combined forces to top the competion in races two and three at round six of the Hap Jones/Yoko/Dublin Kawasaki-Suzuki-sponsored San Jose Fairgrounds Enduro-thon.

With two rounds remaining in the series, Jeff Johnson now holds the lead in the points chase, and is one step closer to winning the Suzuki DR250 that Dublin Kawasaki-Suzuki is donating to the series champion. Johnson teamed with Andy Norrish for a pair of third-place finishes in races two and three, and joined Jason Alderson to place fifth in the first race.

Bruce iron-manned the first of three two-hour races, which was for 125cc riders, and had secured the lead before his bike gave up the fight. Brothers Dan and Don Hart took the win after Alderson found himself spending more time on the muddy ground than on two wheels. Curtis Tackley and Glenn Martinson took the second-place honors in front of brothers Paul and Mike Bergstrom. Paul Flores and Dave Rodgers were fourth. Ironman Shaun Russell had a poor start on his 80cc machine, but scrambled through the pack for seventh overall and first tiddler.

Mike Bergstrom leads the points standings in the 125cc class with 87 points, while Flores is a close second with 84 points.

Dan Hart, the older of the Hart brothers at age 17, ironmanned his way to fourth overall in race number two, which was for 200 and 250cc bikes. Vet Expert cross country ace John Mason kept the kids on their toes, ironmanning his way to second overall behind Bruce and Alves. Johnson and Norrish held second position early on, but slipped back to third behind Mason on lap 20. Paul Bergstrom and Camel Pro rider Ronnie Jones were running in sixth place until their rear hub failed, but they robbed their 125cc bike to finish 15th overall.

Jones then teamed with John Tavis in race number three (for Open-class riders), and finished fifth overall. Bruce and Alves again

teamed up for the win, with Bruce doing the lion's share of the riding. Rod Spencer provided a challenge, but ran out of gas with four laps remaining. Bruce scored the win, but felt the effects of riding back-to-back two-hour races.

"I was all in on those last three laps," said Bruce. "If he hadn't run out of gas, I would have."

Bruce's win moved him up to third in the overall standings with Brett Landes holding second.

Results

RACE 1: 1. Dan Hart/Don Hart (Kaw); 2. Curtis Tackley/Glenn Martinson (Kaw); 3. Paul Bergstrom/Mike Bergstrom (Kaw); 4. Paul Flores/Dave Rodgers (Suz); 5. Jeff Johnson/Jason Alderson (Kaw).

RACE 2: 1. Joe Bruce/Rick Alves (Suz); 2. John Mason (Yam); 3. Jeff Johnson/Andy Norrish (Yam); 4. Dan Hart (Hon); 5. Dave Matheson/Mark Spencer (Hon).

RACE 3: 1. Joe Bruce/Rick Alves (Suz); 2. Rod Damron (Suz); 3. Jeff Johnson/Andy Norrish (Yam); 4. Joe Vella/Tony Alves (Yam); 5. John Tavis/Ronnie Jones (Hon).

Wilhelmy waxes Centerville Ice Race

By Tim McBride

CENTERVILLE, MN, JAN. 31

Veteran Camel Pro dirt track engine builder Jerry Wilhelmy scored a convincing win in the 30-plus class main event at the Dirt Track Riders Association's third ice race of the season, held on Centerville Lake.

Heat-winners Joe Tromburg and Wilhelmy picked the first two spots on the line before the main, but Dave Jendro launched his Larson's Cycle-sponsored Kawasaki off the line first. Jendro led General Engineering-backed Wilhelmy, John Larson, Eric Brouhard and Tromburg down the long back straight. As the laps ticked away, Jendro and Wilhelmy locked horns in a battle that put them some distance ahead of the fight between Larson, Brouhard and Tromburg.

On lap five Wilhelmy pushed by Jendro in turn two and pulled away. Wilhelmy greeted the checkers first with a 10-bike length cushion over Jendro. Larson finished third with Tromburg squeezing by Brouhard in turn four of the last circuit to steal fourth.

Wilhelmy returned for the Open A class final, squaring off against heat-winner Kurt Boelke. As the pack entered the first turn, Nathan Slater was at the point, ahead of Wilhelmy and Boelke. In turn two, Slater slid wide and at the same time Wilhelmy dove to the inside, leaving a hole for Boelke to slip through and grab the lead.

Randy Triplett fell in turn three, and after three laps, the order read: Boelke, Wilhelmy, Slater, Rick Heller and Brouhard. Brouhard slipped by Heller on lap four and then moved by Slater for third at the halfway point.

With four laps remaining, Dan Zitur crashed hard but was uninjured in turn two, and Wilhelmy began to move in on Boelke, but got out of shape while trying to draft by him on the exit to turn four. Boelke scored the win as Wilhelmy, Brouhard, Slater and Heller rounded out the top five.

Results

OPEN A: 1. Kurt Boelke (Kaw); 2. Jerry Wilhelmy (Rtx); 3. Eric Brouhard (Rtx); 4. Nathan Slater (Hon); 5. Rick Heller (Hon).

OPEN B: 1. Nathan Slater (Hon); 2. Rick Heller (Hon); 3. John Larson (KTM); 4. Mark Deal (Hon); 5. Jay Tromburg (Yam).

250 B: 1. Todd Anderson (Hon); 2. Travis Johnson (Yam); 3. Mike Ledin (Yam); 4. Rick Killinger (Kaw); 5. Buzz Arndt (Kaw).

30+: 1. Jerry Wilhelmy (Rtx); 2. Dave Jendro (Kaw); 3. John Larson (KTM); 4. Joe Tromburg (Yam); 5. Eric Brouhard (Rtx).

BEG: 1. Travis Johnson (Hon); 2. Russel Anthony (Hon); 3. Mike Ramacher (Kaw); 4. Dan Sarazin (Yam); 5. Eric Schneider (Yam).

KIDS & GALS: 1. Bitsy Kantor (Yam); 2. Adam Deal (Kaw); 3. Michelle Remaker (Kaw); 4. Scott Jendro (Kaw); 5. Danielle Deal (Hon); 6. Gail Tromburg (Yam).

Hamann hammers Kangaroo Rat Trial

By Don Williams

ROMOLAND, CA, JAN. 24

For the first time in his career, six-time American Trials Association Champion Tom Hamann bested three-time National Champion Scott Head, 12-19, at the twice-postponed Kangaroo Rat Trial.

The heavy rains that had forced a postponement the previous two Sundays gave way to crystal clear skies and warm temperatures that attracted 93 riders to the Southern California Trials Association-sanctioned event. The competition was the opening round of the ATA Championship Series.

Hamann, whose closest brush with Head was at last year's El Trial de Espana when he lost on a tie-breaker, scored less points in the entire Kangaroo event than any of his Expert-class competitors did in the opening of three loops.

After dabbing twice in each of the first two

CYCLE NEWS 2nd LORETTA LYNN'S '93 DUAL SPORT NATIONAL

The 2nd Annual **CYCLE NEWS/AMA/LORETTA LYNN'S NATIONAL DUAL SPORT RUN** will be held the weekend of April 3-4, 1993, at Loretta Lynn's Ranch in Hurricane Mills, Tennessee. The LL Run is an exciting 2-day adventure designed exclusively for dual sport motorcyclists. The LL Run is headquartered at the famous Loretta Lynn Ranch, and will take you through the heartland of the Volunteer State.

PRE-ENTRY FEE:

2-Day Rider:	$50
1-Day Rider:	$30
2-Day Passenger:	$30
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AWARDS:
Iron Butt*Sportsmanship*Vintage Bike*Hard Luck
Poker Run: (Only 2-day participants eligible)
Heads - Top 10 Hands
Tails - Top 3 Hands

Each Rider will be assigned a Number based upon receipt of entry. You must use this number to Check-Out/Check-In each day.

ACCOMMODATIONS:
Headquarters: Loretta Lynn's Ranch (Camping Only) 615/296-7700
Best Western 615/296-4251 Days Inn 615/296-7647

REQUIREMENTS:
- You MUST have a valid operator's license.
- Your bike MUST have a current license plate, be street legal in the state of registration, and be equipped with a USFS-approved spark arrestor and muffler.
- All riders MUST be at least 16 years old (parental consent required for minors).
- We DO NOT provide medical insurance, and urge you NOT to operate a motorcycle without it.

SCHEDULE: Headquartered at Loretta Lynn's Ranch

Friday:	6-9 pm	Registration
	6 pm	Seminar: Dual Sport Set-Up with Mark Hyde, Suzuki factory rep.
Saturday:	7-8:30 am	Registration
	8:30 am	Mandatory Riders' Meeting
	9 am	Check-Out
	6 pm	Last-Check-In
	6-8 pm	Registration (for Sunday)
	7 pm	**CYCLE NEWS Catfish Fry** & Live Country Music
Sunday:	8 am	Mandatory Riders' Meeting
	8:30 am	Check-Out
	3 pm	Last Check-In
	4 pm	Awards & Contingency Prizes

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LOCAL EVENTS

Mike Maute (11X) and Fred Ogrim (1) chased Charlie Strong at the LACR motocross.

loops, Hamann, riding a Beta Zero, was hit with a five and a three on the last circuits.

Head on the other hand, scored 14 points on the first trip around the short loop that featured no level spots or straight lines as it careened through the Lakeview Mountains, overlooking the rain-swollen San Jacinto River. A single-point final lap for Head was not enough to catch Hamann, but did keep him comfortably ahead of third-placed Paul Webster.

Aprilia-mounted Kent Graham and David Ige see-sawed all day in the Advanced A class, with Graham pulling out the win, 44-49, when he turned in a strong 10-point loop card on his concluding trip around the 11-section course that favored technical riding and careful wheel placement over aggressive attacking.

The tightest battle of the day was in the Novice B class, in which six points separated the top five finishers. Kelly Callan held on to take the top spot from Steve Graham.

Bob Nickelsen came out of semi-retirement to guide his two-stroke HRC Honda TLM to a win in the Sportsman A class. Nickelsen rode the only clean loop of the day in any division.

Results

EX: 1. Tom Hamann (Bet); 2. Scott Head (Fan); 3. Paul Webster (Fan); 4. Kevin Norton (Mon); 5. Jared Malmquist (Bet).

ADV A: 1. Kent Graham (Apr); 2. David Ige (Fan); 3. Thomas Englhardt (Yam); 4. Clive Hannon (Fan); 5. Ed Stovin (Fan).

ADV B: 1. Rick Jenkins (Yam); 2. Jim Collins (Bet); 3. Jack Heminway (Fan); 4. Larry Varnell (Yam); 5. John Bourdeau (Bet).

INT A: 1. Lon Brand (Bet); 2. Todd Rumsey (Bet); 3. Art Webster (Yam); 4. Brad McClellan (Yam); 5. Lee Holth (Yam).

INT B: 1. Jim Rogers (G-G); 2. Mitch Berger (Yam); 3. Jim Miller (Yam); 4. Bill Hannon (G-G); 5. Don Williams (Bet).

SPTSMN A: 1. Bob Nickelsen (Hon); 2. Jerry Peasnall (Fan); 3. Terry Baker (Mon); 4. Charles Lamb (Mon); 5. George Poe (Bet).

SPTSMN B: 1. Doug Stephens (Yam); 2. Ron Cavataio (Bet); 3. Peter Thatcher (Yam); 4. Jeff Latimer (Yam); 5. Gary Oborn (Hon).

SPTSMN C: 1. Becky Raia (Yam); 2. Lyndon Luhmann (Fan); 3. Bill Markham (Mer); 4. Allan Ralls (Yam); 5. Steve Glanzman (SWM).

NOV A: 1. Bruce Backstrom (Yam); 2. Rick Cavataio (Yam); 3. Bryan Benson (Yam); 4. Gary Tjaden (Suz); 5. Glen Stone (Mer).

NOV B: 1. Kelly Callan (Yam); 2. Steve Graham; 3. Shawn Pickett (Fan); 4. Michael Eber (Yam); 5. Dennis Davitt.

Hebb, Hoffmeister split wins at Crookston Short Track

By Vicki Viegra

CROOKSTON, MN, JAN. 22-23

Dave Hebb and Billy Hoffmeister both posted wins in the Open Pro class at the Crookston Short Track inside the Red River Valley Winter Shows Building.

This was the first time ever for the facility to enjoy the thunder and lightning of motorcycle racing, as it is normally used for horse, RV and agriculture shows.

In Friday's race, Camel Pro rider Dave Hebb took charge from the start to win the 12-lap main event. This left Hoffmeister and Tony Kohner to battle over the second position. Hebb won, and Hoffmeister eventually locked up the runner-up position. With the win, Hebb moved into first place in the MotorSports Winter Short Track Series.

On Saturday, there was a change in positions. Hebb led the pack until midway through the race when Hoffmeister used his experience and front wheel to push Hebb out of the way. Hoffmeister rode to the win and Hebb followed him home in second. Kohner crossed the line in third.

Results

FRIDAY

OPEN PRO: 1. Dave Hebb (H-D); 2. Billy Hoffmeister (H-D); 3. Tony Kohner (Hon); 4. Eric Brouhard (H-D); 5. Randy Dewit (Yam).

SATURDAY

OPEN PRO: 1. Billy Hoffmeister (H-D); 2. Dave Hebb (H-D); 3. Tony Kohner (Hon); 4. Eric Brouhard (H-D); 5. Randy Dewit (Yam).

Lindstrom lassoes LACR MX win

By Greg Robertson

PALMDALE, CA, JAN. 31

AXO/Goki/Lunar Engineering-sponsored Honda rider Karl Lindstrom overcame fierce competion to sweep both motos of the 250cc Intermediate class at California Racing Club's motocross at Los Angeles County Raceway.

Lindstrom's brother Erik led the pack of riders into the first turn and grabbed the early lead in moto one. John Keefer held down second, followed closely by Karl Lindstrom and Frank Scottile. Karl Lindstrom pushed Keefer back to second and set out after Erik Lindstrom. The Lindstrom brothers slowly pulled away from the pack, with Karl shadowing Erik's every move.

With the white flag out, Karl Lindstrom made a couple of slips, allowing Erik Lindstrom to pull a couple of bike lengths on him. Karl got on the gas, though, and closed to Erik's rear fender with a half a lap remaining. With only four turns left in the race, Erik Lindstrom got sideways coming out of a turn and that was all Karl Lindstrom needed to out-drag him to the next turn and score the win. Scottile held on to third over Nick Mairose.

Karl Lindstrom made life easier for himself by getting the second-moto holeshot. Mairose, Keefer and Erik Lindstrom battled over the runner-up position. With a clear track, Karl Lindstrom showed everyone how it was done by pulling away to take the checkered flag with a 10-second lead. Erik Lindstrom displaced Keefer for third on the second lap and proceeded to hound Mairose in every turn. Persistence paid off for Erik Lindstrom as he slipped past Mairose toward the end of the moto to earn the second-place trophy. Scottile spent the moto working up to finish fourth behind Mairose.

Mike Chesbro powered to the Old Timers Expert class first-moto holeshot with Jack Allen and George Spearing hot on his heels. Chesbro set a blistering pace but couldn't shake either Allen or Spearing off his rear fender. Bob Dunham gated midpack and by the third lap joined the fight for the lead position. With a sudden burst of energy, Dunham went from fourth to first in one lap.

Dunham remained out front for a few more laps before allowing both Chesbro and Spearing to slip past at the end of the race and finish first and second, respectively.

Keith Phillips made his presence known by edging out Dunham for the holeshot in moto two. With one lap completed, Dunham led Phillips, Hal Grady and Chesbro. Dunham slowly pulled away to take the moto win uncontested.

The real race developed for second position as both Doug Rodrigues and Spearing moved up through the pack to challenge Phillips. Spearing proved superior and pulled away to take second. Phillips and Rodrigues went at it down to the last lap, where Rodrigues stuffed Phillips going into the last turn to capture third place.

Results

P/W A: 1. Sean Collier (Yam); 2. Jerry Martinez (Yam); 3. Chris Nihan.

P/W B-1: 1. Andrew Hansen (Yam); 2. Timmy McDaniel (Yam); 3. Kyle Barden (Yam).

P/W B-2: 1. Brett Mountain (Yam); 2. Travis Barda (Yam).

P/W MOD: . Sean Collier (Yam); 2. Chris Nihan (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Jerry Martinez (Kaw).

60 (9-11): 1. J.J. Hall (Kaw).

3. Jason Dubin (Suz); 4. Larry Venema (Kaw); 5. George LaMonte (Hon).

MINI NOV: 1. Chris Neitzel (Kaw); 2. Michael Collier (Kaw); 3. Tyson Taylor (Hon); 4. Michael Rowland (Hon); 5. Chris Honnald (Kaw).

125 BEG: 1. Kris Fullmore (Yam); 2. Jason Howard (Kaw); 3. Hank Zeman (Hon); 4. Adrian Leon (Suz); 5. Guy Faria (Hon).

125 NOV: 1. Fred Ogrim (Hon); 2. Jason Wood (Suz); 3. paul Gilmartin (Kaw); 4. Alan Kadlec (Kaw); 5. Mike Crosby (Kaw).

125 INT: 1. Colin Couto (Kaw).

250 BEG: 1. Ray Harp (Kaw).

250 NOV: 1. Mike Maute (KTM).

250 INT: 1. Karl Lindstrom (Hon); 2. Erik Lindstrom (Hon); 3. Nick Mairose (Suz); 4. Frank Scottie (Suz); 5. John Keefer (Yam).

500 BEG: 1. Lee Saul (Hon); 2. Bob Bednarczyk (Yam).

500 NOV: 1. Scott Curtis (Hon); 2. Charlie Strong (Kaw).

JR VET BEG: 1. Scott Land; 2. Andrew Gaiger (Hon); 3. Don Demyan (Suz).

JR VET NOV: 1. Brian Hill (Yam).

JR VET EX: 1. Jeff Barbacovi (Yam); 2. Jack Kell (Hon).

VET BEG: 1. Mike Jervey (Yam); 2. Jon Hall (Suz); 3. Mike Borger (Yam); 4. Dennis Kinzeback (Hon); 5. Dave Hall (Kaw).

VET NOV: 1. Ron Northrup (Suz); 2. Robbie Overfurth (Hon); 3. Leo Saul (Hon); 4. Craig Bryson (Yam); 5. Alex Spinelli (Yam).

VET INT: 1. John Langhammer (Kaw); 2. Scott Curtis (Hon); 3. Charlie Strong (Kaw); 4. Rodney Morrison (Suz); 5. Eddie Caldwell (Hon).

VET EX: 1. Ken Neitzel (Kaw).

SR INT: 1. Ken Renaux (Hon).

O/T NOV: 1. John Webb (Hon); 2. Larry Kirsch (Hon); 3. Bruce McCormick (Kaw); 4. Charles Watanabe (Hon); 5. John Craft (Kaw).

O/T AM: 1. Jim Hollin (Hon); 2. Bob Sherred (Yam); 3. Buzz Moeller (Hon); 4. John Flanders (Hon); 5. Hank Owen (Hon).

O/T EX: 1. Bob Dunham (Yam); 2. George Spearing (Hon); 3. Mike Chesbro (Hon); 4. Keith Phillips (Kaw); 5. Doug Rodriguez (Kaw).

O/T MSTR: 1. Sam Groce (Suz); 2. Jim Graves (Hon); 3. Gary Willison (Kaw); 4. Jack Kell (Hon).

Tirman terrorizes Whiplash TT

By Anthony Tellier

GLENDALE, AZ, JAN. 31

While motocrosser Blake Tirman enjoyed a change of pace by riding the Whiplash Motorsports TT, his competition didn't have nearly as much fun, as the seven-year-old Tirman rode to a decisive win in the Mini 80cc class.

What made the Kawasaki/Thor/Dirt & Street-backed rider's performance even more impressive was the fact that most of his competitors were at least five years his senior.

MTEG quad racer Gregg Longie abandoned the stability of four wheels and gave it a go in the Novice class. Longie adapted well, riding to the wins in his heat races and the main event. Heath Mitchell scored the runner-up finish.

"Heath never got close enough to bother me," said Longie. "I just pinned it and went."

Ted Mink rolled out his old YZ and found that it could still put the power to the ground, as he won the Bomber class ahead of the agelessbut-loud TT500 of Larry Selby Sr.

Kyle Killibrew had the edge over Mark Harper in the Pro division. The Nevel twins, Harry and David, finished third and fifth, respectively, sandwiching Tim Widner in fourth.

Results

PRO: 1. Kyle Killibrew (Hon); 2. Matt Harper (KTM); 3. Harry Nevel (Yam); 4. Tim Widner; 5. David Nevel (Suz).

NOV: 1. Gregg Longle (KTM); 2. Heath Mitchell (Yam).

BOMBER: 1. Ted Mink (Yam); 2. Larry Selby (Yam).

VET: 1. Bobby Creek (Yam); 2. Ed Ariola (Hus).

MINI 80: 1. Blake Tirman (Kaw); 2. Dayton Dunphy (Suz).

MINI 60: 1. Brandon Copone (Yam); 2. Danny Cotts (Yam).

MINI 50: 1. Jimmy Atherton (Yam); 2. Paul Pearcey (Yam).

Sandell sails at Tingley AX

By Christopher E. Johnson

ALBUQUERQUE, NM, JAN. 16

Kip Sanell roosted to a start-to-finish victory in the 250cc A class main event at the New Mexico State Arenacross Championships in Tingley Coliseum on the State Fairgrounds.

Over 180 entrants in 23 classes competed on the tight supercross-style track that featured a 70-foot triple jump, a tabletop-double combination, and 50 feet of whoop-de-doos. A $2000 purse was up for grabs in the Expert classes.

In the 250cc A main, Yamaha rider Mark Traversy was first out of the gate but Sedalia, Colorado's Sandell used the inside line of the first turn to take the lead he would never relinquish. Denny Howard, riding a DeVol/Elk City Suzuki/JT/FMF/N-Style-backed RM250, held second place over local hotshoe Robbie Clauss. The two battled until Howard overshot a 180-degree turn after a triple jump, leaving M&M Honda/Snap-On/Malcolm Towing-sponsored Clauss in sole possession of second, with no chance of catching Victory Motorsports/AXO/Noleen/Yamaha-backed Sandell. Traversy finished well back in third.

Howard had much better luck in the 125cc A class main, using his ability to consistently clear the triple and pull away from Clauss and Traversy, who were also riding two classes. Howard scored the overall win.

Experts Rex Cameron and Bill Watkins battled race-long for the top position in the Open class. Watkins, a desert racer, could close the gap on Cameron through the whoops, but he stalled in the 180-degree turn before the finish line tabletop. Cameron carried good speed on the triple-jump side of the track and stayed ahead for the win.

Fourteen-year-old Team Green/Oakley/AXO/Power Bar/Pro Circuit/PJ-1/Dunlop-sponsored Ryan Clark, on a KX80, demonstrated his impressive talent by dominating the 80cc A, Supermini and 80cc Race of Champions classes. Suzuki riders Isaiah Johnson and John-Paul Lytton finished second and third in the 80cc A main.

Eric Sievers, whose tabletop crash during the 250cc C main took out a slow-moving flag man (without injury), captured the award for most spectacular get-off as judged by Captain Crunch, a local radio personality.

The climax of the R&S Kawasaki/KTM/SeaDoo-sponsored event featured Races of Champions, featuring top riders from each skill level. Clauss, Chris Dennison, and Sandell topped the Expert class, Suzuki 125cc racer Adam Land took the B honors, and Mark Armijo captured the C/CC title.

Intermission featured an 50cc exhibition race between six-year-old Pee Wee B class champion Craig Costley and Bob Brown, an adult sportscaster for a local television station. Costley won, and Brown finally caught air on the Y-Zinger at the tabletop finish-line jump, by picking up the bike and carrying it across.

Results

50 STK A: 1. Curtis Samberson; 2. Austin Ginn; 3. Matt Denardis.

50 STK B: 1. Craig Costley; 2. Daniel Deschamp; 3. Andrew Gielenfeldt.

50 MOD: 1. Curtis Samberson; 2. Jonathan Gollins.

60 A: 1. Ivan Tedesco; 2. Kevin Johnson; 3. Aaron Johnson.

60 B: 1. Brandon Hightower; 2. Timmy Travis; 3. Nick Orona.

80 A: 1. Ryan Clark; 2. Isaiah Johnson; 3. John-Paul Lytton.

80 B: 1. Levi Ballog; 2. Shayne Kendall; 3. Kevin Johnson.

80 C: 1. Jim Boyer; 2.Joseph Sanwick; 3. Jonathan Feerer.

S/MINI: 1. Ryan Clark; 2. John Paul Lytton; 3. Isaiah Johnson.

125 A: 1. Denny Howard; 2. Robbie Clauss; 3. Mark Traversy.

125 B: 1. Anthony Note; 2. Adam Land; 3. Sam Morgan.

125 C: 1. Mark Armijo; 2. Jason Campbell; 3. Adam Montoya.

125 CC: 1. Joseph Cavez; 2. William Powell; 3. Fenstermacher.

250 A: 1. Kip Sandell; 2. Robbie Clauss; 3. Mark Traversy.

250 B: 1. Nick Cano; 2. Robbie Travis; 3. Joel Hollendorfer.

250 C: 1. Bruce Blymiller; 2.Kevin Baca; 3.Mike Geilenfeldt.

250 CC: 1. Carlos Villapanco; 2. Ryan Knoche; 3. John Hawley.

OPEN A: 1. Rex Cameron; 2. Watty; 3. Mark Dickerhoof.

OPEN B: 1. Justin Wilson; 2. Steve Basin; 2. Daren Henson.

OPEN C: 1. Eric Neria; 2. Mario Castaneda.

30+ A: 1. Hear Hensley; 2. John Old; 3. Jeff Keeler.

30+ B: 1. Bruce Blymiller; 2. Scott Edeal; 3. Mike Hotchkiss.

WMN: 1. Kim Pravda; 2. Wendy Edeal; 3. Moni Phillips.

80 ROC: 1. Ryan Clark; 2. Isaiah Johnson; 3./ Devi Ballog.

CCC ROC: 1. Mark Armijo; 2. Bruce Blymiller; 3. Kevin Baca.

B ROC: 1. Adam Land; 2.Nick Cano; 3. Anthony Nute.

A ROC: 1. Robbie Clauss; 2. Chris Dennison; 3. Kip Sandell.

Meister, Harrington earn honors at CCS banquet

By Bob Applegate

MILWAUKEE, WI, JAN. 23

Top honors at the AMA/CCS MidWest/Great Lakes Regional awards banquet went to Dr. Bob Meister and Todd Harrington, who each earned a record 15 Regional Championships.

Meister, who is also a two-time National Champion, was crowned the AMA Michigan Champion and furthered AMA/CCS history by becoming the first rider to earn the number-one plate in two separate regions for two straight years.

Harrington also earned top Amateur awards in both regions and will move on to the Expert status for the next season.

Amateur National Sportsman Champion Todd Nordby added to his plaque collection by picking up the Great Lakes Regional Championship, and will also advance to the Expert division.

Rick & Dave's Excellent Adventure Roadracing School presented a special "On the Gas" award to the most promising of their students in 1992, and Tom Girard was the lucky winner.

Michael Hunter announced the birth of his new daughter and the signing of a three-year contract with Splitfire Spark Plugs.

Per AMA/CCS rules, numbers one through 10 for the next season were awarded to the top 10 points-earning experts.

Over 50 door prizes were donated by the Torque Center, Don & Roy's, Four & Six Cycle, Suzuki, SBS, Spectro, Harley-Davidson, Rick & Dave's, AMA/CCS, and Dr. Bob Meister, who hit up his sponsors for generous contributions. SBS representative Jim Doll won a Two Brothers Racing exhaust system that was donated through Meister. Doll in turn donated the prize to the Wegman Benefit, a fund for injured racers.

American Flyers President Don Harrington followed suit and donated the beautiful Harley-Davidson jacket he won, a prize solicited by guest and National Champion Scott Zampach. CN

Motocross
Salem Arenacross
Salem, OR
Jan. 15
By Deanna Holbrook

50
Brandon Lachapelle Yam
Ryan Barnes Yam
Casey Duval Yam
Brandon Skinner Yam
Lee Duval Yam
60 JR 6-8
Brent Line Kaw
60 SR 9-11
Jason Evans Kaw
Thomas Rodgers Kaw
Matt Harris Kaw
Dave Morris Kaw
+50
Jim Watts Yam
Cliff Kobernik Yam
Al Hinkley KTM
WMN
Deanna Holbrook Suz
Jeanne Van Buskirk Kaw
Judi Argo KTM
Lisa Garrison Kaw
Laurie Stange Suz
80 BEG
Andy Garrison Kaw
Cody Garvin Yam
Isaac Dawson Kaw
J.J. Spencer Kaw
Dusty Hill Kaw
80 JR
Sean Richardson Hon
Mike Merina Kaw
Adam Santoro Suz
Josh Ruebesan Suz
80 INT
Dussty Lenaburg Suz
David Turner Yam
80 OPEN
David Turner Yam
Dusty Lenaburg Suz
Mike Merina Kaw
Sean Richardson Hon
Cody Garvin Yam
125 BEG
David Habecker Hon
Cary Raind Hon
Charles Gibbens Kaw
Ross Quick Hon
Malcolm Payne Yam
125 JR
Ryan Terlecki Hon
Cory Fuller Yam
Richard Ruebesan Hon
Russell Cree Hon
Doug McKuhn Kaw
125 INT
Gary Terlecki Hon
Eric Rogers Hon
Jeff Bonet Hon
Cory Bauder Kaw
Jessy Williams Kaw
250 BEG
Tedde Reynolds Hon
John Feeley Kaw
Rick Severson Kaw
David Sibley Suz
James Scott KTM
250 JR
Aaron Crawford Suz
Mike Boe Hon
Greg Harmon Hon
Dave Kobernik Hon
Skip Waddell Suz
250 INT
Alex Kavaney Yam
Glen Koffler Kaw
PRO
Britt Woodring Hon
Ryan Hageman Kaw
500 BEG
Mike Storm KTM
Brian Boehler Hon
BTH
Alex Kavaney Yam
Doug McKuhn Kaw
Ryan Terlecki Hon
Russell Cree Hon
Jessy Williams Kaw
UTH
Jeff Bonet Hon
Dennis Sweeten Apr
Mike Boe Hon
Mike Crader Hon
30-40 JR
Rick McCormick Kaw
James Scott KTM
Steve Jackson Hon
Deanna Holbrook Suz
Dennis McCann Kaw
30-40 INT
Jay Loundagin Hon
30-40 MONEY
Joe Casey Yam
OT JR
Jimm Watts Yam
Loren Bolster Hon
Gary Rhoads Kaw
OT INT
Skipp Wadell Suz
Randy Naylor Hon
OT EX
Mike Hickman Kaw
OT MONEY
Jim Lamkin Hon
Rusty Garrison Kaw

Motocross
Salem Arenacross
Salem, OR
Jan. 16
By Deanna Holbrook

50 D-1
Lee Duval Yam
Jessica Luoto Yam
Ryan Huege Yam
Randi Holbrook Yam
Jordan Togstad Yam
50 D-2
Ryan Barnes Yam
Ricky Gunderson Yam
Brandon Skinner Yam
Brandon Lachapelle Yam
Wes Roberts Yam
60 JR 6-8
Brent Line Kaw
60 SR 9-11
Jason Evans Kaw
Kelvin Schoen Kaw
Matt Harris Kaw
Thomas Rodgers Kaw
Dave Morris Kaw
+50
Jim Watts Yam
Al Hinkley KTM
Cliff Kobernik Yam
Randy Layne KTM
WMN
Jeanne Van Buskirk Kaw
Lisa Garrison Kaw
Cindy Foster Kaw
Laurie Stange Suz
Judi Argo KTM
80 BEG D-1
Matt Hornbeck Yam
J.J. Spencer Kaw
Levi Kasper Kaw
Curtis Luoto Yam
John Meusling Yam
80 BEG D-2
Andy Grrison Kaw
Isaac Dawson Kaw
Brian McMorris Kaw
Kelvin Schoen Kaw
80 JR
Sean Richardson Hon
Derek Whitehead Suz
Mike Merina Kaw
Matt Williams Yam
Josh Ruebesan Suz
80 INT
Dusty Lenaburg Suz
David Turner Yam
80 OPEN
Dusty Lenaburg Suz
Sean Richardson Hon
David Turner Yam
Cody Grvin Yam
Derek Whitehead Suz
125 BEG
Gary Raino Hon
Mark McFarland Kaw
Jeremie Sloan Suz
Tom McLernan Yam
Doug Eddy Hon
125 BEG D-2
Steve Grubbs Hon
Dan Fry Yam
Ross Quick Hon
Dan Hewitt Yam
David Sibley Suz
125 JR
Doug McKuhn Kaw
Cory Fuller Yam
Kory Rasmussen Kaw
Ryan Terlecki Hon
Leland Hofenbredl Suz
125 INT
Cory Bauder Kaw
Jeff Bonet Hon
Gray Terlecki Hon
Eric Rogers Hon
Kory Ellis Suz
250 BEG
Shane Scarborough Hon
Teddy Reynolds Suz
Paul Meusling Yam
David Sibley Suz
Dan Kauffman Hon
250 JR
Aaron Crawford Suz
Mike Boe Hon
Jeff Rands Hon
Larry Hofenbredl Suz
Greg Harmon Hon
250 INT
Glen Koffler Kaw
500 BEG
Lane Lyons Kaw
Mike Storm KTM
Gordon Emerson Kaw
Lance Emerson Hon
BTH
Cory Fuller Yam
Doug McKuhn Kaw
Alex Kavaney Yam
Cory Bauder Kaw
Gary Terlecki Hon
UTH
Jeff Bonet Hon
Mike Boe Hon
Mike Haralson Suz
Darren Chilson Hon
Scott Ogle Hon
30-40 JR
Rick McCormick Kaw
David Lett Hon
Brett Anderson Hon
Walter Call Yam
Dan Kauffman Hon
30-40 INT
Jay Loundagin Hon
Ron Kent Yam
30-40 MONEY
Dean Johnson Hon
OT JR
Loren Bolster Hon
Jim Watts Yam
Cindy Foster Kaw
Randy Layne KTM
Gary Rhoads KTM
OT INT
Skipp Waddell Suz
OT EX
Mike Hickman Kaw
OT MONEY
Rusty Garrison Kaw

Road Race
AMRRA
Mini Road Racing
Final Point Stdings
Newport Beach, CA
Jan. 27

AM STK
Nyle Schafhauser 187
Chris Rogers 89
Sherri Lyons 83
Paul Moure 70
Mark McCord 66
AM MOD
Sherri Lyons 147
Nyle Schafhauser 119
Kevin Richards 102
Thomas Crawford 87
Andrew Lenz 83
PRO STK
Rodney Fee 57
Brian Jackson 42
John McKenzie 40
Jamie Riker 30
Richard Fry 27
PRO MOD
Rodney Fee 74
Brian Jackson 56
Jamie Riker 48
Bryan Hutchinson 29
John McKenzie 21
80 U/L
Curtis Fletcher 100
Kevin Cox 75
Mark Junge 67
Rodney Fee 66
William Wilson 59

Hillclimb
Final '92 Standings
AMA District 23
Shoreview, MN
Feb. 2
By Tim McBride

MINI JR
Harold Waddell
Scott Braun
Chad Curtis
Tony Marble
Mike Dosdall
MINI SR
Jason Braun
Eric Tierney
Bryan Dent
Trevor Robbins
SR
Lester Roder
Henry Kelly
Greg Schmidt
Roger Dosdall
William Curtis
125
Bobbi Cipala
Randy Matalas
Jesse Minder
Jason Bach
Todd Cipala
200
Bobbi Cipala
James Curtis
Danny Mears
Robert Teager
Candy Mae Curtis
OPEN
Todd Cipala
250
Randy Matalas
Jesse Minder
Jason Bach
Dean Gerdes
Cory Wood
400
Chad Falde
Mike Bronk
Jesse Minder
Eric O'Connor
Brian Dietz
500
Mike Wood
Chad Falde
Robbie Redman
Todd Cipala
Kurt Koester
750
Todd Cipala
Brad Cain
Kurt Koester
Dean Stueber
Randy Goulette
OPEN
Duane Walser
Gary Waddell
Bill Colsch
Bob Schugel
Matt Gulden Jr.

Enduro
Final Point Stdings
AMA District 23
Shoreview, MN
Feb. 2
By Tim McBride

O/A A
Joe Zierman 194
Todd Mathwig 146
Steve Narel 145
Jerry Morgan 141
Steve Swenson 131
S/SR
Corky Atchison 168
Warren Morgan 111
Tim Zierman 90
Hugh Black 60
Buzz Arndt 26
AA
Joe Zierman 194
Steve Narel
154
Todd Hathwig 149
Craig Holasek 139
Steve Swenson 138
200 A
Richard McGrath 191
Ralph Feld 169
Joe Gale 163
Kevin Haman 140
Jerry Voegele 121
250 A
Kurt Schwie 183
Kelly Ziegler 177
Leroy Elyea 164
Jerry Holasek 153
Kevin Saratain 150
OPEN A
Jerry Morgan 206
Rob Martinson 163
Mike Larson 149
Terry Tschida 144
Scott Blaschko 144
SR A
Steve Reschke 206
Jerry Bull 178
Doug Derring 147
Dan Bruzek 136
Dick Carpenter 135
VET A
Kent Goble 187
Robert Swift 180
Mike Adams 158
Bill Polum 155
Gordon Heitke 123
200 B
Kraig Hinkemeyer 173
Dana Feal 169
Mike Carlson 151
Al Roscoe 122
Mark Robin 120
250 B
John Oelkers 191
Jason Louden 171
Larry Butts 157
Steve Berkner 138
Mark Dittman 136
OPEN B
Brandon Radel 168
Brett Foster 166
John Lagieski 162
Jim Cox 161
Jim Chapman 151
SR B
Ron Gerken 179
Jim Richel 163
Tom Engebretson 158
Gordy Hardy 133
Mary Gordon 126
VET B
Roy Fleming 202
Tom Corr 163
Paul Zakariasen 121
Bruce Varner 95
Mike Tollerud 86

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Sun., Feb. 28	CRC MX	6:30 a.m.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/28	Eastern Creek, Australia
4/4	Shah Alam, Malaysia
4/18	Suzuka, Japan
5/2	Jerez, Spain
5/16	Salzburgring, Austria
5/30	TBA
6/13	Hockenheim, Germany
6/26	Assen, Holland
7/18	Mugello, Italy
8/1	Donington, England
8/15	TBA
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

World C'ship Superbike Road Race Series

4/9	Brands Hatch, England
5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	Misano, Italy
7/11	Zeltweg, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

4/4	Bra, Italy
4/18	Mons, Belgium
5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

3/14	Castigilione, Italy
3/28	Jerez, Spain
4/4	Valkenswaard, Netherlands
4/18	Payerne, Switzerland
4/25	Beaucaire, France
5/9	Sun City, South Africa
5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

World C'ship 500cc MX Series

4/4	Hawkstone Park, England
5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria

International Six Days Enduro

10/11-16	Assen, Holland

World C'ship Endurance Road Race Series

4/17-18	Le Mans, France
5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

4/18	Ettelbruck, Luxemburg
4/25	Bilstein, Belgium
5/23	Gefreen, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Vielia, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

3/6	Daytona Beach, FL ST
4/25	San Jose, CA M
5/1	Sacramento, CA M
5/8	Pomona, CA HM
5/30	Springfield. IL M
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City,SD HM
8/14	Denver, CO HM
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/901-2425

AMA Camel Supercross Series

2/13	Tampa, FL
2/20	Atlanta, GA
3/6	Daytona Beach, FL
3/27	Irving, TX
4/3	Charlotte, NC
4/17-18	Pontiac, MI
4/24	Indianapolis, IN
5/15	Los Angeles, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

2/28	Gainesville, FL
5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delment, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

2/13-14	Phoenix, AZ
3/3-7	Daytona Beach, FL
4/17-18	Monterey, CA
5/1-2	Charlotte, NC
6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainard, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l Arenacross Series

2/12-14	Sioux Falls, SD
2/19-21	Mobile, AL
2/26-28	Denver, CO

Info 817/834-2298

AMA Nat'l C'ship Hare Scrambles Series

3/21	Cadiz, KY
3/28	Hurricane Mills, TN
4/4	Redding, CA
7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Wickenbug, AZ
11/7	Flat River, MO

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

2/14	Coalinga, CA
2/21	Maxeys, GA
4/18	Wellston, OH
5/2	Navarro, CA
5/23	Perkinston, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l Reliability Trials Series

4/22-25	Tulsa, OK
5/9	Stanhope, NJ
5/30	McArthur, OH
6/5-6	Boise, ID
6/11-13	Bellingham, WA
6/26-27	McMinnville, OR

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

2/28	St. George, UT
3/21	Murphy, ID
4/18	Jericho, UT
5/15	Wells, NV

Info 614/891-2425

AMA Wiseco/Yamaha/ Yokohama Nat'l Cross Country Series

3/2	Ocala, FL
3/14	Greeneville, TN
3/28	Hurricane Mills, TN
4/18	Sharpsburg, MD
5/2	Boyers, PA
5/16	Brownsville, PA
6/6	Millfield, OH
6/20	Davis, WV
8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA

Info 304/594-1157

AMA Mid-South C'ship Winter Hare Scrambles Series

2/14	Hurricane Mills, TN
2/28	Bremen, GA
4/4	Centerville, TN
4/25	Greeneville, TN

Info 615/331-1475

AMA Southeastern Regional MX C'ship Mega Series

3/7	Blountville, TN
3/21	Blountville, TN
4/11	Kingport, TN
4/18	Blountville, TN
5/2	Macon, GA
5/16	Wytheville, VA
5/22-23	Blountville, TN
6/6	Kingsport, TN
6/13	Blountville, TN
7/4	Axton, VA
7/10-11	Blountville, TN
7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

2/13-14	SF W. Palm Beach, FL
2/25-28	SF SE Daytona, FL
3/1-7	Daytona, FL
3/1-7	SW Las Vegas, NV
4/10-11	SE MA Faulkville, GA
4/10-11	SC Topeka, KS
4/10-11	GL Grattan, MI
4/17-18	Leguna Seca, CA
4/17-18	MW GL Elkhart Lake, WI
4/24-25	SF W. Palm Beach, FL
4/24-25	NE Loudon, NH
4/24-25	SW Phoenix, AZ
5/1-2	Charlotte, NC
5/1-2	MA AHRMA Summit Point, WV
5/8-9	SF SE Talladega, AL
5/8-9	MW GL Beloit, IL
5/8-9	NE Loudon, NH
5/8-9	SC Talladega, AL
5/15-16	SW AHRMA Phoenix, AZ
5/22-23	MW GL Brainerd, MN
5/29-30	SF W. Palm Beach, FL
5/29-30	SE Faulkville, GA
5/29-30	NE Bridgehampton, NY
6/5-6	MW Beloit, IL
6/5-6	SW Las Vegas, NV
6/5-6	SC Topeka, KS
6/12-13	Elkhart Lake, WI
6/12-13	MA Summit Point, WV
6/12-13	MW GL Grattan, MI
6/12-13	NE Loudon, NH
6/19-20	Loudon, NH
6/19-20	SW Phoenix, AZ
6/26-27	SF SE AHRMA Braselton, GA
7/3-4	GL Grattan, MI
7/3-4	NE Bridgehampton, NY
7/3-4	SC Topeka, KS
7/10-11	SF W. Palm Beach, FL
7/17-18	Braselton, GA
7/17-18	MA Summit Point, WV
7/17-18	NE Loudon, NH

7/24-25	MW GL AHRMA Beloit, IL
7/31-8/1	Brainerd, MN
7/31-8/1	SF SE Faulkville, GA
7/31-8/1	NE Bridgehampton, NY
8/7-8	Lexington, OH
8/14-15	SF W. Palm Beach, FL
8/21-22	MW AHRMA Beloit, IL
8/28-29	Sears Point, CA
8/28-29	SF SE Talladega, AL
8/28-29	GL AHRMA Grattan, MI
8/28-29	NE Loudon, NH
9/4-5	SF SE Faulkville, GA
9/4-5	NE Bridgehampton, NY
9/4-5	SW Las Vegas, NV
9/11-12	MA Summit Point, WV
9/11-12	MW Beloit, IL
9/18-19	SF W. Palm Beach, CA
9/18-19	SE MA Braselton, GA
9/18-19	NE Loudon, NH
9/18-19	SW Phoenix, AZ
9/25-26	MW GL Grattan, MI
10/9-10	Pomona, CA
10/9-10	NE Loudon, NH
10/9-10	SW Phoenix, AZ
10/17	SF W. Palm Beach, CA
10/17	SC Topeka, KS
10/21-24	Daytona Beach, FL
12/12	SF W. Palm Beach, FL

Info 704/684-4297

WERA Pro Road Race Series *

3/19-21	West Palm Beach, FL
5/14-16	Braselton, GA
6/4-6	Kent, WA
7/10-11	Rosamond, CA
7/23-25	Clermont, IN
8/13-15	Pocono, PA
10/28-31	Braselton, GA

* Tentative

Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

4/3-4	Summit Point, WV
4/24-25	Rockingham, NC
5/1-2	Garrettsville, OH
5/22-23	Summit Point, WV
6/5-6	Garrettsville, OH
6/19-20	Long Pond, PA
7/31-8/1	Rockingham, NC
8/7-8	Summit Point, WV
8/13-15	Long Pond, PA
9/4-5	Garrettsville, OH
10/2-3	Garrettsville, OH
10/9-10	Summit Point, WV

Southeast Region

2/20-21	Talladega, AL
3/13-14	Faulkville, GA
3/27-28	Talladega, AL
4/24-25	Rockingham, NC
5/8-9	Faulkville, GA
6/5-6	Talladega, AL
7/3-4	Talladega, AL
7/17-18	Faulkville, GA
7/31-8/1	Rockingham, NC
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/18-19	Faulkville, GA
10/2-3	Talladega, AL
10/15-17	Faulkville, GA

Mid-Central Region

2/20-21	Talladega, AL
3/27-28	Talladega, AL
4/17-18	Mt. Meridan, IN
5/22-23	Hallett, OK
6/19-20	Hallett, OK
7/10-11	Mt. Meridan, IN
7/31-8/1	E. St. Louis, IL
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/4-5	E. St. Louis, IL
9/18-19	Hallett, OK
10/2-3	Talladega, AL
10/16-17	Hallett, OK

North Central Region

4/3-4	Clermont, IN
4/17-18	Mt. Meridan, IN
5/8-9	Grattan, MI
5/22-23	Mt. Meridan, IN
6/26-27	Grattan, MI
7/10-11	Mt. Meridan, IN
7/31-8/1	E.St. Louis, IL
8/13-15	Long Pond, PA
9/4-5	E. St. Louis, IL
9/11-12	Grattan, MI
9/25-26	S. Beloit, IL
10/2-3	Garrettsville, OH

South Central Region

2/20-21	Monterrey, MEX
3/14	Henderson, TX
3/27-28	Henderson, TX
4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/13-15	Long Pond, PA
8/21-22	Hallett, OK
8/27-29	Millington, TN
9/11-12	College Station, TX
10/16-17	Henderson, TX

WERA Grand Nat'l Final

10/27-31	Braselton, GA

Info 803/681-9372

WERA Nat'l Endurance Series

3/20	W. Palm Beach, FL
3/27	Talladega, AL
TBA	Rosamond, CA
5/15	Braselton, GA
5/22	Mt. Meridan, IN
6/5	Kent, WA
6/26	Grattan, MI
7/3-4	Garrettsville, OH
7/24	Clermont, IN
8/28	Millington, TN
9/11	College Station, TX
10/16	Faulkville, GA

WERA Nat'l Vintage Series

3/13	Faulkville, GA
4/3	Summit Point, WV
4/18	College Station, TX
5/2	Henderson, TX
5/8	Grattan, MI
5/8	Faulkville, GA
5/22	Summit Point, WV
5/23	Hallett, OK
6/5	Garrettsville, OH
6/19	Long Pond, PA
6/27	Henderon, TX
7/3	Talladega, AL
7/10	Mt. Meridan, IN
7/17	Faulkville, GA
7/24	College Station, TX
7/31	Charlotte, NC
8/7	Summit Point, WV
9/4	Garrettsville, OH
9/4	E. St. Louis, IL
9/25	S. Beloit, IL
10/9	Summit Point, WV
10/28	Final Braselton, GA

AHRMA Historic Cup Series

2/26	Faulkville, GA
3/1	Daytona Beach, FL
4/10	Topeka, KS
4/17-18	Las Vegas, NV
5/1	Summit Point, WV
5/15	Phoeniz, AZ
6/12	Seattle, WA
6/26	Atlanta, GA
7/3-4	London, NH
7/24	Beloit, IL
8/28	Grattan, MI
9/18	Steamboat Springs, CO
10/9-10	Talladega, AL

Info 715/842-9699

BMW Classic Cup Series

3/1	Daytona Beach, FL
7/3-4	London, NH
8/28	Grattan, MI
9/18	Steamboat Springs, CO

Info 715/842-9699

Vintage Iron Nat'l MX Series

2/27	Ocala, FL
3/27	Bremen, GA
4/24	Millville, MN
5/1-2	Tyler, TX
5/22	Budds Creek, MD
6/5	Hurricane Hills, PA
6/12	Blountville, TN
6/27	Eugene, OR
7/17	Linnville, OH
8/7	Southwick, MA
8/28-29	Colmesniel, TX
9/17	Stemboat Springs, CO
9/25	Buchanan, MI
10/16-17	Hollister, CA

Info 715/842-9699

AHRMA Northeast MX Series

4/4	Diamondback, NY
4/25	Claverack, NY
5/22	Budds Creek, MD
6/5-6	Hurricane Hills, PA
7/10	Thunder Ridge, NY
7/25	Sleepy Hollow, PA
8/7	Southwick, MA
9/5	Raceway Park, NJ
9/26	Southwick, MA
10/3	Raceway Park, NJ

Info 201/767-9654

Classic Bike Magazine Dirt Track Series

2/28	Daytona Beach, FL
3/4	Volusia, FL
4/18	Holiday Downs, GA
5/15	Polo, IL
7/17	Linnville, OH
8/11	Sturgis, SD
8/21	Lake Odessa, MI
9/15	Steamboat Springs, CO
10/2-3	Weedsport, NY
10/9-10	Dallas, TX

British Bike Magazine Trials Series

3/3	Ocala, FL
3/27	Bremen, GA
8/7	Toronto, OH
9/11-12	Beaumont, KS
9/16	Steamboat Springs, CO
10/10	White City, IL
10/23	Newnan, GA

Vintage Dirt Track Racers Assn. Series

4/4	ST Kellyville, OK
5/30-31	TT Kanopolis Lake, KS
6/12-13	ST Wichita KS
6/19-20	ST Sioux Falls, SD
6/26	HM Howard Lake, MN
7/10-11	HM Sturgis, SD
8/1	HM Oklahoma City, OK
8/2-3	HM Wakeeney, KS
8/7	HM Hutchinson, KS
8/9-10	HM Stockton, KS
9/3	HM Davenport, IA

Info 918/445-0671

NMA World Mini GP

4/16-18	Las Vegas, NV

Info 310/868-8112

NMA Grand Nat'l MX C'ship

8/3-7	Ponca City, OK

Info 310/868-8112

SETRA C'ship Enduro Series

2/21	Maxeys, GA
2/28	Pelion, SC
3/28	Lenoir, NC
5/2	Olustee, FL
5/30	Richloam, FL

SETRA C'ship Hare Scrambles Series

2/7	Willington, SC
3/14	Maxeys, GA
4/4	Maxeys, GA
5/1	Charlotte, NC
5/23	Maxeys, GA

IDBA Nat'l C'ship Drag Race Series

4/17-18	Bowling Green, KY
5/22-23	Bristol, TN
6/19-20	Leicester, NY
7/17-18	Columbus, OH
8/7-8	Norwalk, OH
8/28-29	Ennis, TX
10/22-24	Memphis, TN

Info 205/849-7886

AMRA All Harley Drag Series

4/2-4	College Station, TX
4/24-25	Macon, GA
5/22-23	Memphis, TN
6/6	Nashville, TN
6/12-13	Union Grove, WI
6/26-27	Denver, CO
7/3-4	Hunbolt, IA
7/17-18	Clarksville, TN
7/31-8/1	Farmington, NC
8/14	Mesick, MI
8/21-22	Fairmont, IL
8/29	Benton, MO
9/5	Avilla, IN
9/18-19	Morocco, IN
10/2-3	Bowling Green, KY

Info 708/250-0838

MSA Winter Short Track Series

2/26-27	Ardmore, OK
2/26-28	Columbia, MO
3/5-6	Hope, AR
3/12-13	Tulsa, OK

Info 1-800-544-8714

SERA Enduro Series

2/28	Bear Creek, AR
3/14	Fort Polk, LA
3/28	Forest Hill, LA
4/25	Hattiesburg, MS
5/2	Saucier, MS
5/23	Wiggins, MS
7/11	Meridan, MS
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Lake Nimrod, AR
9/19	Gatesville, MS
10/3	Jemison, AL
11/7	Maplesville, AL

SERA Hare Scramble Series

2/14	Liberty, MS
4/24	Hattiesburg, MS
5/22	Wiggins, MS
6/27	Maplesville, AL
9/5	Clanton, AL
10/17	Tupelo, MS
TBA	Coushata, LA
TBA	Jonesboro, LA

FMC Motocross Series

3/6	Daytona Beach, FL
3/7	Ocala, FL
3/14	Reddick, FL
3/21	Dade City, FL
4/3	Hardeeville, SC
4/11	Reddick, FL
4/18	Orlando, FL
4/25	Ocala, FL
5/1	Hardeeville, SC
5/9	Reddick, FL
5/16	Orlando, FL
5/23	Ocala, FL
5/30	Dade City, FL
6/6	Orlando, FL
6/13	Reddick, FL
7/3	Hardeeville, SC
7/11	Reddick, FL
7/17	Dade City, FL
7/25	Ocala, FL
8/1	Orlando, FL
8/22	Ocala, FL
8/28	Dade City, FL
9/5	Ocala, FL
9/12	Reddick, FL

Info 904/353-8800

LISC Motocross Series

2/27	Bridgehampton, NY
3/13	Bridgehampton, NY
3/27	Bridgehampton, NY
4/17	Bridgehampton, NY
5/15	Bridgehampton, NY

AMA / WISECO / YAMAHA
National Cross Country Series

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I-75 to Exit 71, Rt.. 326 E 1 mi., Rt 441 S 1/2 mi. (904) 591-3265

March 13/14 (Round 2)
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Sun., Feb. 21 MX Starwest
Sun., Feb. 28 MX Glen Helen
Sun., March 7 G.P. Glen Helen
Sun., March 14 MX L.A.C.R.
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Old Timers MX Association
Race Schedule
Saturday & Sunday - March 20-21
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Sat., Feb. 13	GFI California Winter Series Rd. 3	Perris
Sun., Feb. 14	GFI California Winter Series Rd. 4	Perris
Sun., Feb. 21	GFI California Winter Series Rd. 5	L.A.C.R.
Sun., Feb. 28	Winter Series North-South Showdown	Hanford

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SRA GP California Schedule
Members / Non Members
February 21 Carlsbad
March 14 Glen Helen
April 18 Carlsbad
Info (714) 957-2985

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CALENDAR

9/18	Bridgehampton, NY
10/9	Bridgehampton, NY
10/23	Bridgehampton, NY
11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

Black-Jack Enduro Circuit

2/28	Kirby, AR
3/14	Ft. Polk, LA
3/28	Cass, AR
4/24-25	Tulsa, OK
5/9	Chadwick, MO
5/23	Flat River, MO
6/13	Bunch, OK
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Fourche Junction, AR
9/5	Gainesville, TX
9/19	Stillwater, OK
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 316/342-4436

OMRRA Road Race Series

4/17-18	Portland, OR
5/22-23	Portland, OR
7/18	Portland, OR
8/7-8	Portland, OR
9/25-26	Portland, OR
10/17	Portland, OR

Info 503/221-1487

Canadian Supercross Series

5/1	Toronto, Ontario
8/21	Montreal, Quebec

Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series

5/9	Kelowna, B.C., CAN
5/30	Kamloops, B.C., CAN
6/20	Ashcroft, B.C., CAN
7/4	Calgary, Alta, CAN
8/1	Racehorse Creek, Alta, CAN
8/15	Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29	Drayton, Ont., CAN
9/12	Lethbridge, Alsa, CAN
9/26	Base Borden, Ont., CAN
10/3	Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19	Bobcaygeon, Ont., CAN
10/24	Primrose, Ont., CAN

Info 416/522-5705

Old Timers MX Association Series

4/17-18	Boise, ID
5/1-2	Marysville, CA
5/29-30	Richland, WA
6/5-6	Edmonston, Al, CAN
6/19-20	Mammoth Mountain, CA
7/3-4	Mission, B.C., CAN
7/31-8/1	TBA, OR
8/14-15	Rock Springs, WY
9/4-5	Fernley, NV
9/11-12	Huron, CA

Info 209/688-3949

USBA Road Race Series

5/1-2	Salt Lake City, UT
5/22-23	Salt Lake City, UT
6/19-20	Salt Lake City, UT
7/11	Salt Lake City, UT
7/25	Salt Lake City, UT
8/15	Salt Lake City, UT
8/22	Salt Lake City, UT
9/11-12	Salt Lake City, UT
9/25-26	Salt Lake City, UT

Info 801/535-4625

Golden Crown of Baja Off Road Desert Race Series

3/26-28	G.C. de San Luis Rio Puerto Penasco, Sonora, MEX
5/14-16	Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27	Gran Carrera de Mexicali Mexican, B.C., MEX
7/23-25	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/17-19	G.C. de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

2/27	Mexicali Gran Prix Mexicali, B.C., MEX
5/1	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12	Tecate Gran Prix Tecate, B.C., MEX
8/14	Ensenada Gran Prix Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco Sonora, MEX
11/20	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

High Plains Enduro Circuit

2/7	Post, TX
2/20-21	Lubbock, TX
3/21	San Angelo, TX
4/4	Turkey, TX

Info 806/795-1218

Texas C'ship Hare Scrambles Series

2/28	High Grove, TX
3/14	Floresville, TX
3/28	Bastrop, TX
4/18	String Prairie, TX

Info 713/933-0900

CMRA Road Race Series

3/13-14	Henderson, TX
4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/21-22	Hallett, OK
9/11-12	College Station, TX
10/16-17	Henderson, TX

Info 713/342-9032

Texas Cross Country Assn. Series

2/21	Muenster, TX
3/7	Weatherford, TX
3/21	Waco, TX
4/4	Jacksonville, TX
4/18	Lake Whitney, TX
5/2	Montague, TX
5/16	Gholson, TX
5/30	Lake Whitney, TX
6/13	St. Joe, TX
6/27	Muenster, TX
8/29	Terrell, TX
9/12	High Grove, TX
9/26	Montague, TX
10/10	Decatur, TX
10/24	Euless, TX

Info 817/346-1132

Oklahoma Cross Country Assn. Series

3/14	Stillwater, OK
4/4	Oklahoma City, OK
4/18	Oklahoma City, OK
5/2	Bunch, OK
5/16	Elk City, OK
6/6	Ardmore, OK
6/27	Pooleville, OK
8/29	Pooleville, OK
9/12	Ardmore, OK
9/26	Oklahoma City, OK
10/10	Stillwater, OK
10/24	Braggs, OK
11/7	Oklahoma City, OK

iNFO 405/386-6088

WSMC/Willow Springs Road Race Series

2/20-21	Rosamond, CA
3/20-21	Rosamond, CA
4/17-18	Rosamond, CA
5/15-16	Rosamond, CA
6/19-20	Rosamond, CA
7/17-18	Rosamond, CA
8/14-15	Rosamond, CA
9/18-19	Rosamond, CA
10/16-17	Rosamond, CA
11/20-21	Rosamond, CA
12/18-19	Rosamond, CA

Info 805/256-1234

MTEG Stadium Off-Road Series

2/20	San Diego, CA
3/20	Seattle, WA
5/1	Tempe, AZ
5/22	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

Info 714/938-4100

ATA C'ship Observed Trials Series

3/14	San Gabriel Canyon, CA
4/17-18	Lucerne Valley, CA
5/9	McCain Valley, CA
5/30	Littlerock Canyon, CA
6/12-13	Big Bear, CA
9/12	Cactus Flat, CA
10/10	Corral Canyon, CA
10/31	Lucerne Valley, CA
11/28	Lucerne Valley, CA

Info 213/259-6631

GFI Winter Series

South

2/14	Perris, CA

North-South Showdown

2/21	N Hanford, CA
2/28	S Perris, CA

Info 909/371-3434

AFM Road Race Series

4/3-4	Sonoma, CA
5/8-9	Sonoma, CA
5/29-30	Sonoma, CA
7/10-11	Sonoma, CA
8/7-8	Sonoma, CA
9/4-5	Sonoma, CA
9/25-26	Sonoma, CA
10/10	Sonoma, CA

Info 510/537-8208

AMRRA Mini Road Race Series

3/7	Riverside, CA
4/18	Palomar, CA
5/2	Riverside, CA
6/6	Palomar, CA
7/2-4	World C'ship Batavia, NY
8/15	Palomar, CA
8/20-22	Batavia, NY
10/3	Palomar, CA
11/7	Riverside, CA
12/4-5	Riverside, CA

Info 310/516-8666.

Nor Cal YSR C'ship Series

3/21	Sacramento, CA
4/25	Sacramento, CA
5/16	Sacramento, CA
6/20	Sacramento, CA
7/25	Sacramento, CA
8/22	Sacramento, CA
9/19	Sacramento, CA
10/17	Sacramento, CA
11/17	Sacramento, CA

Info 916/485-9200

FEBRUARY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

• Denotes Pro Payback

February 12-13

OREGON SUPERCROSS
• CMC. Salem Arenacross, Oregon State Fairgrounds, Salem. Info 503/364-3187.

February 12-14

NEVADA HARE & HOUND
Best in the Desert Series. Gold Strike World C'ship H & H. Vacation Village, Jean. Info 702/457-577.
SOUTH DAKOTA ARENACROSS
• AMA Nat'l Arenacross Series/ Mike Kidd Promotions. Sioux Falls Arena, Sioux Falls. Info 817/834-2298.

February 13

CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
• GFI/MotoWest. Hollister Hills GP Track, Hollister. Info 408/223-8168 or 637-2073.
CALIFORNIA DESERT RACE
• Bud Superstition C'ship Series/King of the Desert. Lake Superstition, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA TRIALS
AMA/PITS. Frank Raines Park, Patterson. Info 916/967-0262.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
ILLINOIS MOTOCROSS
U.S. Hot Rod Assn. Cycle Wars Series. Rosemont Horizon, Chicago. Info 708/963-4810.
MICHIGAN ICE RACE
AMA/D-1 4.1-96 Speedway, Lake Odessa. Info 616/645-6500.
WASHINGTON SHORT TRACK
Pro Sports Promotions- Oakwood Arena, Roy. Info 206/536-1620.

February 13-14

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.
CALIFORNIA MOTOCROSS
• GFI Winter Series/Sound of Thunder Series. Perris Raceway, Perris. Info 909/371-3434.

February 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Nor/Cal Series Round #2. D-36/Boss MX. Argyll Park, Dixon. Info 510/623-9871.
CALIFORNIA HARE & HOUND
AMA/D-37/4 Aces. Red Mountain, Teagle Wash, Ridgecrest. Info 818/348-5286.
CALIFORNIA DUAL SPORT
D-36/Cal Poly Penquins M.C. Hi Mountain Dual Sport Ride. Poza, La Panza OHV area, San Luis Obispo. Info 805/543-5220.
CALIFORNIA ENDURO
AMA Nat'l C'ship Series. Salinas Ramblers M.C., Clear Creek Recreation area, Coalinga. Info 408/484-0964.
CALIFORNIA MARATHON
Cycleland Speedway, Chico. Info 916/342-0063.
COLORADO ROAD RIDE
Elephant Mountain Conquest Adventure Ride. Grant to Georgetown. Info 303/936-2317.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.
ILLINOIS ICE RACE
• AMA/AIPI Int'l/Team Chicago/Loon Lake Ice Race Series. Bauer's on theBay, Antioch. Info 312/725-2115 or 815/338-6454.
ILLINOIS SWAP MEET
J & P Promotions. 12th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-6011.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Rec. Complex, Cadiz. Info 502/522-6389.
LOUISIANA HARE SCRAMBLE
AMA/SERA/LA Trail Riders Assn. Springhill Plantation, Wilson. Info 504/748-8693 or 8569.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MICHIGAN ICE RACE
Polka Dots MC. Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/835-9355.
MISSISSIPPI HARE SCRAMBLE
SERA C'ship Hare Scramble Series. Louisiana Trailriders Assn. Liberty. Info 205/979-4542.
NEW HAMPSHIRE ICE RACE
NH Ice Racing C'ship Series. Wentworth Lake, Wolfeboro. Info 603/752-2733.
NEW YORK MUD/ SNOW SCRAMBLES
AMA/Square Deal Riders M.C. SDR Raceway, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NEW YORK ICE RACE
AMA Northeast Regional C'ship. Winter Carnival, North Pond, Hague. Info 518/543-6528.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
• MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Hurricane Mills. Info 615/331-1475.
TEXAS MOTOCROSS
Thunder Mountain, Rusk. Info 903/586-2376.
TEXAS MOTOCROSS
T-N-T Raceway, Lubbock. Info 806/842-3526.
TEXAS MOTOCROSS
GNC. Burleson MX Park, Burleson. Info 817/295-1760.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/224-8615 or 667-5701.
WISCONSIN SWAP MEET
Downtown Civic Center, Eau Claire. Info 715/834-8389.

February 19

PENNSYLVANIA MOTOCROSS
• U.S. Hot Rod Assn. Cycle Wars Series. Civic Arena, Pittsburgh. Info 708/963-4810.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway. 15th Annual Motorama Arena Races & Speed Show. Harrisburg. Info 717/359-4310.

February 19-21

ALABAMA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Mobile Civic Center, Mobile. Info 817/834-2298.

February 20

CALIFORNIA OFF ROAD
• MTEG Stadium Off-Road Series. Jack Murphy Stadium, San Diego. Info 714/938-4100.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4955
FLORIDA MOTOCROSS
ProSports USA Spring Series. Orlando MX Park, Orlando. Info 407/568-2271.
IDAHO SHORT TRACK
Caldwell Fair Building Arena, Caldwell. Info 208/384-5512.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses Point. Info 518/493-5701.
OREGON SHORT TRACK
• Rusty McGrath Racing. Jackson County Expo Park, Central Point. Info 503/664-4217.
WASHINGTON TT
AMA/D-27/Pro-Oakwood Arena, Roy. Info 206/534-1620.

February 20-21

CALIFORNIA ROAD RACE
• WSMC. Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
PENNSYLVANIA ARENA SUPERCROSS
Trail-Way Speedway/15th Annual Motorama Arena Races & Speed Show. Harrisburg. Info 717/359-4310.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

February 21

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
• CMC AZ. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA ENDURO-THON
Santa Clara Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
• CRC. Starwest MX Track Moreno Valley. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI Winter Series. L.A. County Raceway, Palmdale. Info 909/371-3434.
CALIFORNIA MOTOCROSS
AHRMA Vintage MX. Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• CRC. Starwest Track, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Nor/Cal Series Round 3. J & S Promotions. Carnegie SVRA, Tracy/ Livermore. Info 510/623-9871.
CALIFORNIA GRAND PRIX
Over The Hill Gang. Carlsbad Raceway, Carlsbad. Info 818/346-1247 or 909/789-7179.
CALIFORNIA MOTOCROSS
GFI North/South Showdown Warmup. Hanford MX Park, Hanford. Info 209/582-6716.
CALIFORNIA ENDURO
AMA/D-36/Los Altos Dirt Bikers MC. ISDE/Reliability Enduro. Cow Mountain OHV area, Lakeport. Info 415/964-8386.
CALIFORNIA YSR RACE
Nor Cal YSR C'ship Series. Prairie City OHV Park/Capitol Yamaha. Rattlesnake Raceway, Prairie City OHV Park, Sacramento. Info 916/537-7141 or 485-9200.
FLORIDA MOTOCROSS
ProSports USA Super Challenge I. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA ENDURO
SETRA C'ship Series. Cherokee Enduro, Maxeys. Info 404/453-4047.
ILLINOIS ICE RACE
AMA/AIPI Int'l/Team Chicago/Loon Lake Ice Race Series. Bauer's on the Bay, Loon Lake. Info 708/395-6025.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041.
LOUISIANA MOTOCROSS
Red Cliff MX Park, West Monroe. Info 318/397-0288.
MINNESOTA ICE RACE
DTRA. Sand Shores lake, Bethel. Info 612/560-7818.
NEW HAMPSHIRE ICE RACE
NH Ice Racing C'ship Series. Jericho Lake, Berlin. Info 603/752-2733.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NEW YORK MUD/ SNOW SCRAMBLES
Owego Motorsports Park, Owego. Info 607/748-6049.
NEW YORK ICE RACE
Electric City Riders M.C. Warners Lake, East Berne. Info 518/374-7979 or 452-2503.
NORTH CAROLINA MOTOCROSS
NAME Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO SWAP MEET
Will Stoner Vintage Swap Meet. Burbank Auction Center, Burbank. Info 216/543-5034.
TEXAS HALF MILE
• AMA PreDaytona Pro/Am. Dallas. Info 214/216-5520.
TEXAS MOTOCROSS
GNC. Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
TEX-MX Women's Race/TVRC. Good Times MX Park, Natalia. Info 512/663-6419.
TEXAS CROSS COUNTRY
TX Cross Country Assn. Series. Red River Cycle Park, Muenster. Info 817/346-1132.

February 26-27

OKLAHOMA SHORT TRACK
• Motor Sports of America. Hardy Murphy Coliseum, Ardmore. Info 1-800-544-8714.
OREGON ARENACROSS
• CMC Winter Series. Salem Arenacross, Salem. Info 503/364-3187.

February 26-28

COLORADO ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Denver Coliseum, Denver. Info 817/834-2298.
MISSOURI SHORT TRACK
Motor Sports of America. Midway Expo Center, Columbia. Info 1-800-544-8714.

February 27

CALIFORNIA MOTOCROSS
ProSports USA. Spring Series. Orlando MX Park, Orlando. Info 407/568-2271.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA TRIALS
FTA Observed Trials. Crooms Park, Brooksville. Info 407/876-1214.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
MICHIGAN ICE RACE
AMA/D-14.I-96 Speedway, Lake Odessa. Info 616/642-6500.
NEW YORK MOTOCROSS
LJSC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-4727.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

February 27-28

CALIFORNIA DUAL SPORT
AMA/D-37/TN'T Promotions. Run to the River Dual Sport, Barstow to Laughlin. Info 818/249-2141 or 353-5409.

February 28

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS ENDURO
SERA Enduro Series. Texarkana Dirt Riders, Inc. Bear Creek. Info 205/979-4542.
ARKANSAS ENDURO
Black-Jack Enduro Circuit. Kirby. Info 316/342-4436 or 903/832-5323.
CALIFORNIA MOTOCROSS
• CRC/OTHG. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI North-South Showdown. Hanford. Info 909/371-3434.
CALIFORNIA HARE & HOUND
AMA/D-37/Huntington Beach MC, Wild Hare H & H. Lucerne Valley. Info 714/554-0898.
CALIFORNIA MOTOCROSS
AMA/Nor/Cal Series Round #4, D-36/W.M. Promotions. Hollister Hills GP Track, Hollister. Info 408/223-7771.
CALIFORNIA CROSS COUNTRY
AMA//D-36/Polka Dots M.C. Prairie City SVRA. Sacramento. Info 916/348-3721.
CALIFORNIA DESERT RACE
SDCSCI/FRT/Bonzai Racing. D-38 C'ship Series. Plaster City West, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
FLORIDA SHORT TRACK
Mars On-Track Promotions. Volusia County Speedway, Barberville. Info 803/272-9938.
GEORGIA HARE SCRAMBLE
AMA Mid-South C'ship Winter H.S. Series. Bremen. Info 615/331-1475.

IDAHO MOTOCROSS
Race of Champions. Owyhee M.C., Boise. Info 208/384-5512.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041.
IOWA SWAP MEET
J & P Promotions. 13th Annual Parts Extravaganza. Hawkeye Downs Fairgrounds, Cedar Rapids. Info 319/462-6011.
KANSAS MOTOCROSS
KORR C'ship Series. Green Acres GP, Marion. Info 316/636-5113.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/267-4392.
NEW HAMPSHIRE ICE RACE
NH Ice Racing C'ship Series. Natt's Pond, Manchester. Info 603/752-2733.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, In. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
MXNW Series. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. Sandlapper Enduro, Pelion. Info 803/784-2010 or 356-4556.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TEXAS HARE SCRAMBLE
TX C'ship H.S. Series/AMSA. Powell Ranch, High Grove. Info 512/892-4884.
TEXAS MOTOCROSS
GNC. Swan MX Park, Tyler. Info 903/882-7791.
TEXAS MOTOCROSS
T-N-T Raceway, Lubbock. Info 806/842-3526.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/224-8615 or 667-5701.

March 2

FLORIDA CROSS COUNRY
AMA/Wiseco/Yamaha/Yokohama Nat'l Cross Country Series. Ocala Motorsports,Ocala. Info 904/591-3265.
FLORIDA SHORT TRACK
KC Promotions. Putnam County Raceway, Palatka. Info 203/868-0181.

March 5

MARYLAND MOTOCROSS
• US Hot Rod Assn. Cycle Wars. Baltimore Arena, Baltimore. Info 708/963-4810.

March 5-6

ARKANSAS SHORT TRACK
• Motor Sports of America. Fair Park Coliseum, Hope. Info 1-800-544-8714.

March 6

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA TRIALS
AMA/Sacramento PITS. Mammoth Bat, Auburn. Info 916/967-0262.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA Spring Series. Orlando MX Park, Orlando. Info 407/568-2271.
IDAHO SHORT TRACK
• Owyhee M.C. Caldwell Fair Building, Caldwell. Info 208/384-5512.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

March 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA GRAND PRIX
• CRC. Magic Mountain GP. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA GRAND PRIX
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA ENDURO
AMA/D-37. 23rd Annual Coyote Derby. Chaparrals MC. Teagle Wash, Red Mountain. Info 714/528-3007.
CALIFORNIA MOTOCROSS
Nor/Cal Series Round 5. Boss MX. Argyll Park, Dixon. Info 510/623-9871.
CALIFORNIA MOTOCROSS
• GFI North-South Showdown. Perris Raceway, Perris. Info 909/371-3434.
CALIFORNIA SUPERCROSS
• AMA/GFI/MTEG Amateur Supercross Series. San Diego. Info 909/371-3434.
CALIFORNIA MINI RACE
AMRRA Series. Adams Kart Track, Riverside. Info 310/516-8666.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
FLORIDA MOTOCROSS
FMC Series. Florida Motorsports Complex, Ocala. Info 904/353-8800.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
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clhoun SX, Calhoun. Info 404/943-4935.
KANSAS MOTOCROSS
• KORR C'ship Series. Sprockets II. Rose Hill. Info 316/636-5113.
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KMSA/Midwest MX. Great Bend Recreation Area, Great Bend. Info 913/842-8272.
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J & P Promotions. 6th Annual Parts Extravaganza & Bike Show. St. Paul Civic Center, St. Paul. Info 319/462-601 1.
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NEW MEXICO DESERT RACE
Tarantula 100. Prairie Dawg M.C., Red Sands, Alamogordo. Info 505/434-0454.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses Point. Info 518/493-5701.
NEW YORK MUD/
SNOW SCRAMBLES
Owego Motorsports Park, Owego. Info 607/748-6049.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. Info 919/875-3805.
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NCHSA Team Race. Wilkes County MX Park, Lenoir. Info 704/758-9181.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Vinton County, McArthur. Info 614/596-2057.
OREGON SUPERCROSS
• CMC. Albany Supercross, Albany. Info 503/928-4474.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
AMA SE Regional C'ship Mega Series. Dunlop Day. Muddy Creek MX, Blountille. Info 615/323-5497.
TEXAS CROSS COUNTRY
TCCRA Series. Flying P Ranch, Weatherford. Info 817/346-1132.

March 12

ALASKA ICE SPEEDWAY
• Alaska World Cup Ice Speedway C'ship. John Carlson Community Activity Center, Fairbanks. Info 602/299-0206.

March 12-13

OKLAHOMA SHORT TRACK
Motor Sports of America. Expo Square Pavilion, Tulsa. Info 1-800-544-8714.

March 13

ALASKA ICE SPEEDWAY
• WSRA/ICE. World Cup Ice Speedway Final. George M Sullivan Arena, Anchorage. Info 602/299-0206.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Over The Hill Gang. Barona Oaks, Ramona. Info 818/346-1247.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-6139.
NEW YORK ROAD RACE
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
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AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
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• Rusty McGrath Racing. Jackson County Expo Park, Central Point. Info 503/664-4217.

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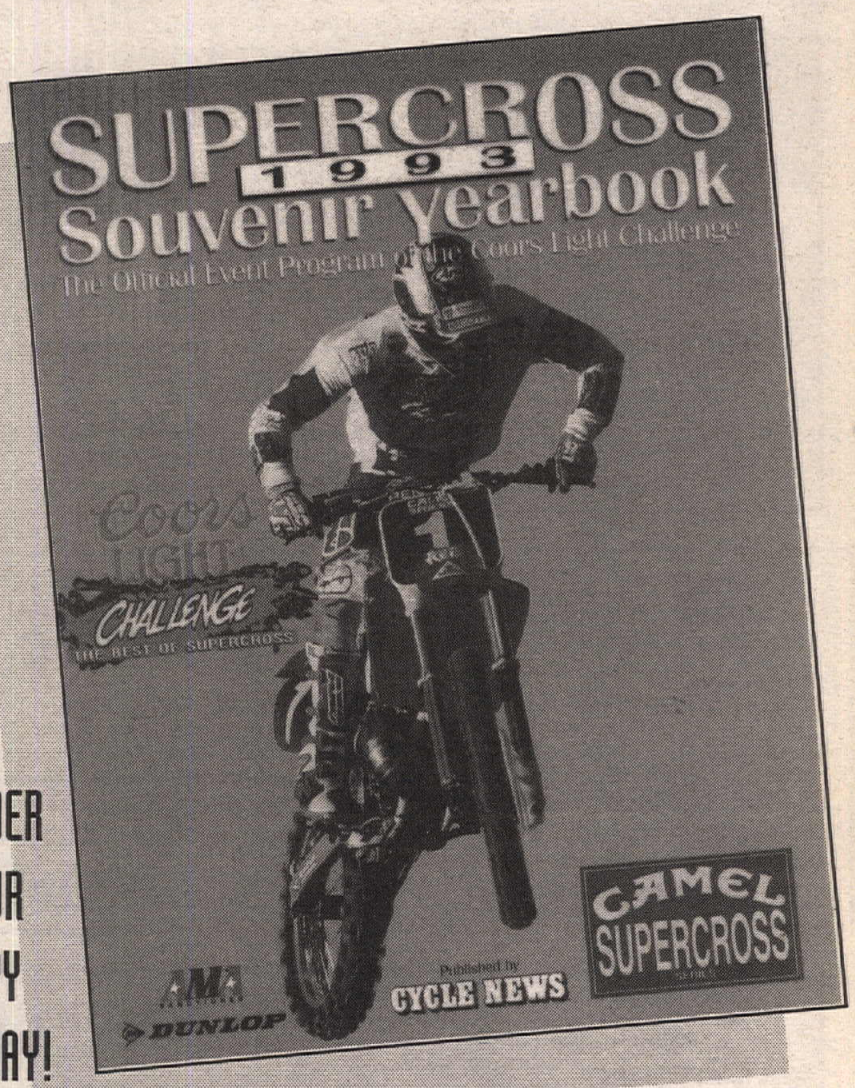

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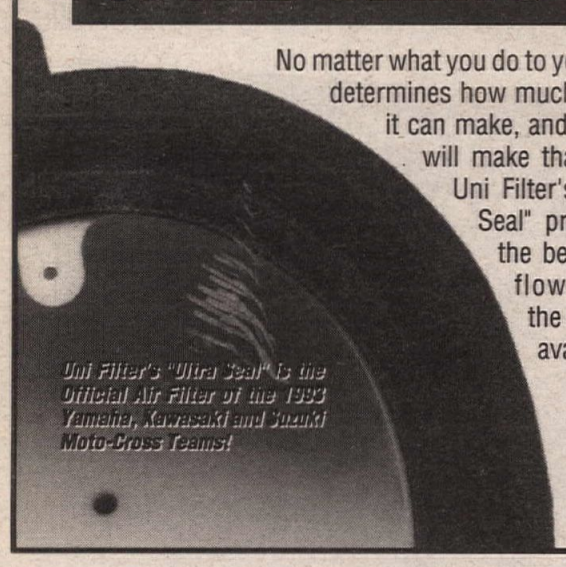

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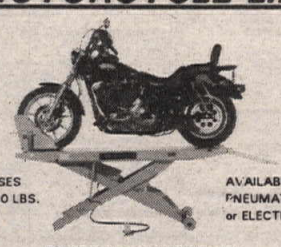

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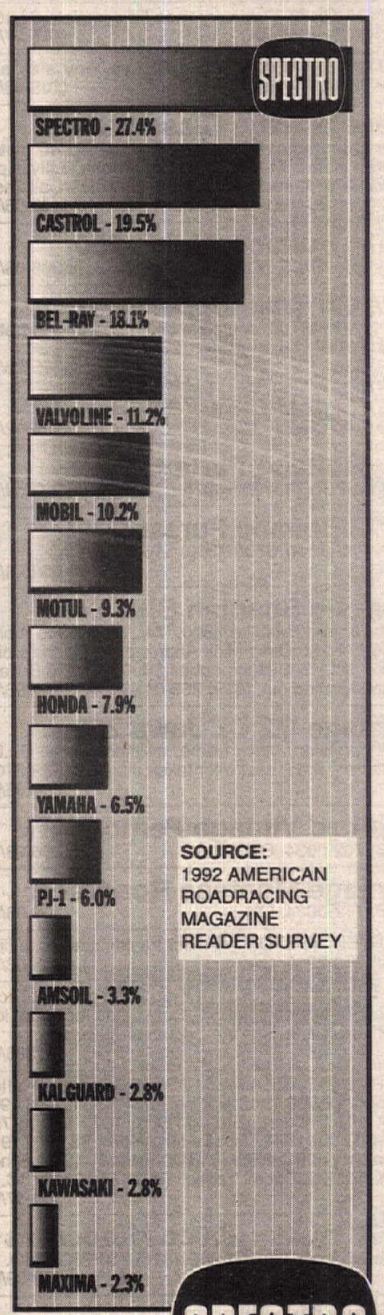

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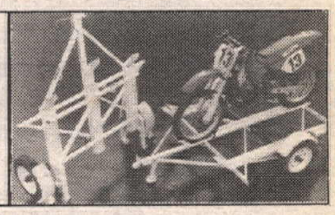

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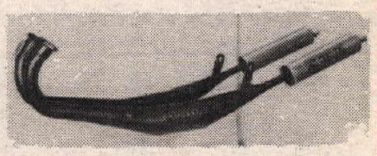

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	White	XL	$29
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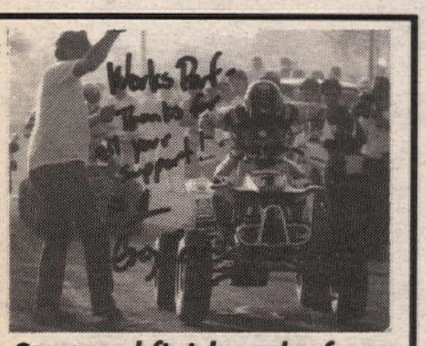

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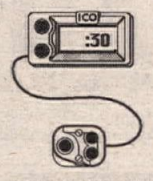

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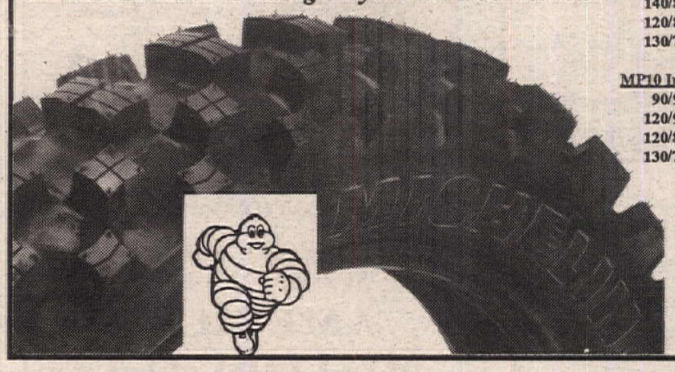

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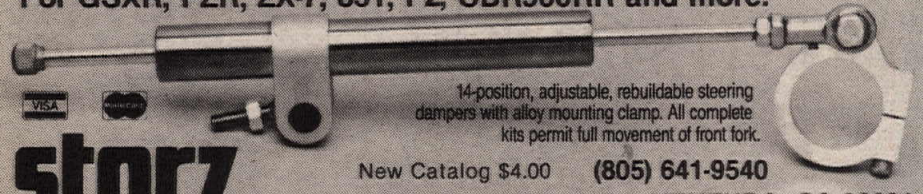

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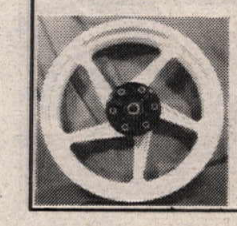

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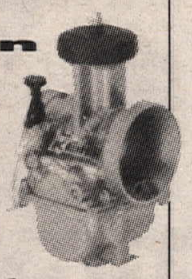

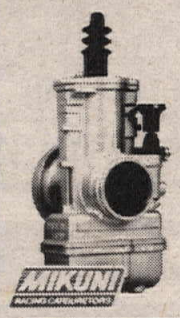

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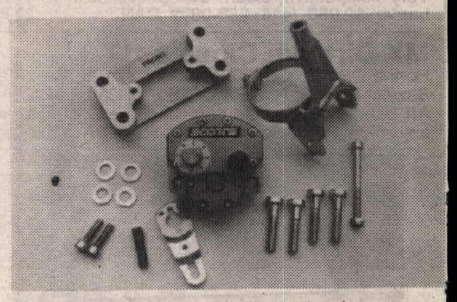

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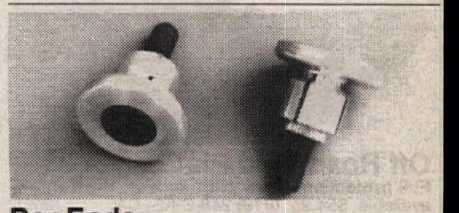

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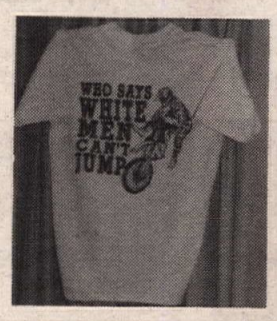

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AGV-USA, Inc. 41
Air-Tech 47
Aircone Inc. 42
Al Baker Racing 39
Al Martinez Auto Body 40
Allsport Salvage 47
American Honda 5,42
American Jawa Ltd 41
American M/C Institute 45
American Mini Road Racing Assoc 34
Andrews Yamaha-Kawasaki 48
Arai Helmets 45
Avon Tire 47
Backroads Adventures B.C., Inc. 41
Baja Off Road Tours 40
Barnett Tool & Engineering 43
Beach Yamaha 39
Bel Ray 42
Bell Helmets 40
Bent Bike M/C Salvage 43
Bert's Motorcycles 35
Blendzall 46
Bley USA Inc. 50
BMW Of North America 47
Boulder Yamaha 50
Boyesen Engineering 40
BRI Tech 45
Braco Custom Trailers 41
Branson Products 45
Buell Motor Co. Inc. 42
C&D Fabrication 46
Cagiva North America 15,38
California Racing Club 35
Can-Am 46
Carb Parts Warehouse 50
Carl's Honda 42
Carolina Wheel & Props 40
CC Specialty 47
Championship Cup Series 42
Champs Marketing Inc. 43
Chaparral Cycle Supply 47
Chariot Mfg. Co. 49
Charleston Custom Cycle 40
Clarke Mfg. Co. 49
Clean Racing USA 40
CN Loretta Lynn Nat'l 31
Composites Unlimited 49
Connecticut Cycle Works 46
Continental Mtrspt Club 35
Cool Sports 46
Cosmopolitan Motors 47
Creative Design 41
Cunningham's Cycle World 41
Cycle Concepts Inc. 43
Cycle News Products 21
Cycle Recyclers 45
Cycle Specialties Athens 48
Cycle Tune Sport Service 45
D&D Motorcycle Service 46
D&D Performance Exhaust 39
D.I.D. 41
Dennis Kirk 48
Denver Used M/C Parts 38
Desert Machine 46
DMP, Inc. 25
Donnie Hansen MX Academy 42
Downers Grove Yamaha 38
Dublin Kawasaki 45
Duke Video 43
Dunlop Tire 39
Dunlopad 49
Dyno Port 43
East Coast Cycle Salvage 41
East Coast Honda Warehouse 40
East Coast Suzuki Warehouse 49
EBC (Hy Tech) 49
Embajador Adventure Tours Inc. 45
Engine Dynamics Co. 38
Enzo Racing 39
Eric's Motorcycle Co. 48
Euro-Tech Engineering 49
European Cycle Specialties 50
F&L Company 50
Factory Connection 47
Factory Pipe Products 41
Falicon Performance Eng 43
Fast By Ferracci 45
Finish Line Products 48
Fischer Competition Cycle 47
Flexco Int'l/Pro-Reeds 38
FMF 41
Forking By Frank 42
Freewheeling Honda-BMW 42
Fremont Cycle Salvage & Access. 46
Garage Company 38
Gary Baileys' MX School 46
Gary Ernig Racing 49
Gio CA Moto 47
Glen Helen Racing Inc. 33,34
Goat Breker's GFI Racing 35
Golden Triangle Cycle Ctr. 40
Grafix Sportswear 45
Great M/C Adventures 46
Gustafsson Plastics 42
H&H KTM 47
Halls Harley-Davidson 48
Halmar Video 43
Haltech, Inc. 48
Hammerhead Graphics 40
Hansen Motorcycles, Inc. 45
Hap Jones Intl. 41
Hayward Honda 42
Held's Hodaka 48
Hogan Cycles 47
Holliday Canopies 49
Howard Motorsports 46
Husaberg America 49
Hy-Tech 45
I-40 Raceway 41
I.C.O. 46
Indigo Sports 46
Inter-State Oil Co 41
International Cycle Events 43
International Motorsport 40
Ironman Racing Products 45
J&R Distributors 38
JN Innovations 45
Japan Motors Racing 46
Kawasaki Motors Corp. 28,29
Ken Maely Enterprises 40
Kendon Industries Inc. 41
Klemm Research 47
KLMN 47
KTM Of Mojave 40
KTM Sport Motorcycle USA 42
Kustom Kraft Perf Spec 43
Lake Sugar Tree Motorsports Park 40
Lamson Porting 39
Langston's Kawasaki 39
Leather Works 45
Lectron Fuel Systems 49
Letko Competition Cycles 39
Lindemann Engineering 47
Los Angeles Sieeve Co. 34
M.C.C. 46
M/C Concepts 43
Magnum Distributing 48
Malcolm Smith M.C. 50
Maniac Motorsports 45
Maxima 25,47
McGraw Insurance Services 38
Medwil Chemical, Inc. 50
Megacycle Engineering 45
Metzeler Motorcycle Tire 38
Michelin Tire Corp. 47
Mickey Thompson Ent Grp 41
Mid Cities Hon/Kaw 41
Mike Kidd Promotions 39
Mike's Cycle Parts 39
Mike's Cycle Supply 49
Mission Yamaha 43
Moose Racing 42
Moroney's H-D 38
Moto America, Inc. 39
Moto Liberty Cycle 49
Motoline 46
Motoplat Ignitions 42
Motorcycles Accessories Unlimited 42
Motul USA, Inc. 43
Mouse's Cycle Racing 45
MRRI Sub 52
Myler's 42
National Watch Liquidations 46
Neil Keen 40
Nitrous Oxide Systems, Inc. 45
NMA 35
Noleen Racing, Inc 49
North West Maico & CZ 41
Northwest Sleeve Eng. Wrk. 42
Oakland Spt Ctr 35
Off Road Specialties 38
Old Timers MX Assoc. 35
On Track Promotions 34
Orange County Suzuki 41
Parts Connection 47
Performance Machine 43
Personal Cycle Service 38
Personalized Care Motorcycle Tours 38
Pettersson Pro Suspension 42
Pirate Racing Products 38
Pit Stop Dirt Bike 43
Pomona Valley Kawasaki 45
Posey Distributors 43
Precision Winding 50
Pro Action Innovations 49
Pro Circuit Racing 42
Pro Italia Motors 42
Pro Pad Products 40
Pro Pilot Racing 45
Pro Plates 39
Pro Silk 49
Pro-Vue Lenses 49
Prosports USA 40
R.C. Performance 43
R.K. Chain 39
Race Tech 39
Racing Engine Components 46
Redline Motorsports 48
Regina USA, Inc. 41
Ron Wood Racing 40
SRA GP 35
Sam's Motorcycle Sales 47
Scott's M/C & Jet Ski 47
Shoei Helmets 48
Shoup Enterprise 39
Sidewinder 38
Slater Bros 39
Slavens Racing Designs 42
Sloan's Hon/Yam-SHY Racing 45
Sole Performance 39
Southwest Motorsports 42
Spectro Oils of America 39,41
Speed & Sport Inc. 47
Sport Engineering 39
Sprocket Specialists 39
StarSport Marketing 47
Starwest Supercross Park 34
Steve Storz Performance 48
Sticker Point USA, Inc. 43
Sudco Int'l 43
Sunstar Engineering 42
Superbike Mike Engineering 47
Supercross Yearbook Sub 37
Syed Leathers 38
Target Motorsports 35
Taylor Racing 46
Team Calamari YSR 45
Technomagnesio Wheels 48
Terrycable 49
The Racers Edge 41
Tony D MX School 48
Too Much Fun Promotions 34
Too Tech Suspension 48
Torco International Corp. 35
Travel Craft 46
Travelcade 39
Trelleborg 43
Trick Racing Fuel 38
TSR 35
Two Brothers Racing 43
U.S. Maico 46
Uni Filter, Inc. 38
Vance & Hines Enterprises 45
Vanson Leathers 40
Varner Racing 41
VP Racing Fuel Inc. 42
WERA 42
Walt-Schaffer Cycle Sup. 48
Web-Cam 42
Western Honda 49
Western Manufacturing Corp. 40
Wheel Works 47
White Bros Cycle Speciality 50
Wide Open Racing 42
Willow Springs Raceway 35
Wiseco 42
Works Connection 47
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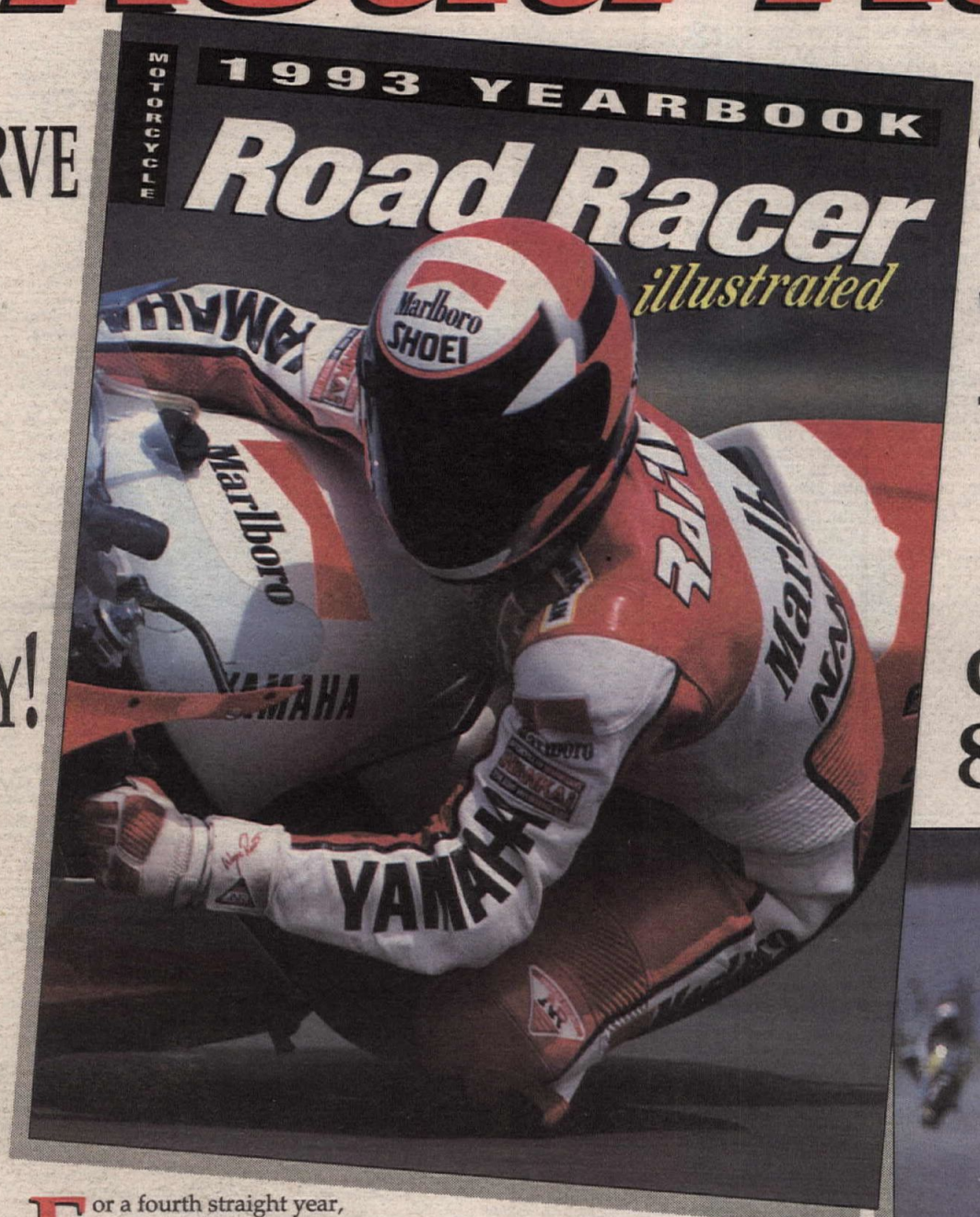

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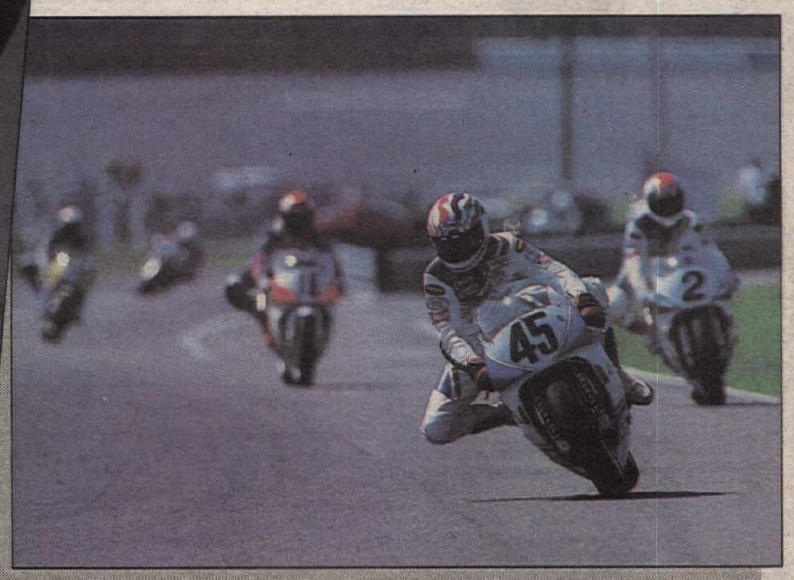

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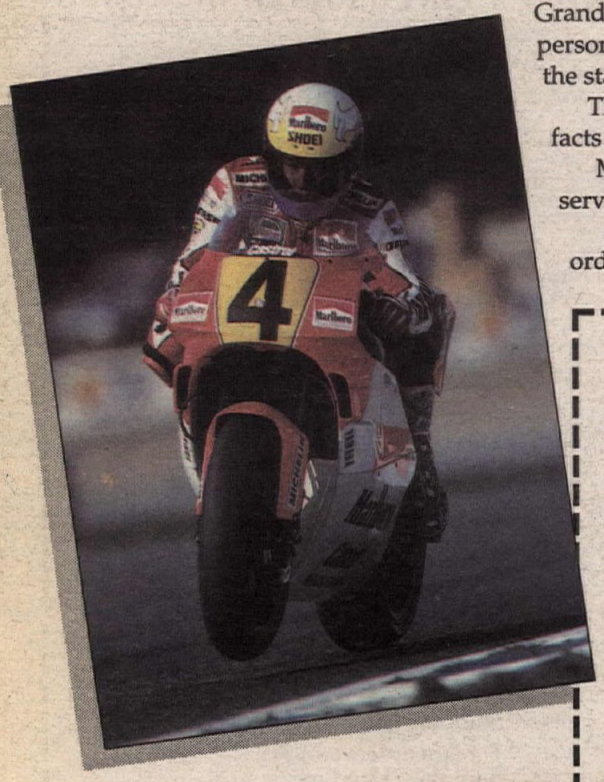

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